



# BRANDS HATCH WINTER STAGES

Saturday 18th January 2025



## Supplementary Regulations

2025 Rix Engineering AEMC/ASEMC  
Stage Rally Championship

2025 ACSMC  
Stage Rally Championship



Recognised  
Club

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# MGJ ENGINEERING LTD

## PROUD SPONSOR OF THE BRANDS HATCH WINTER STAGES

Having been interested and competing in stage rallies since the late 1980s, the opportunity came to put something back into the sport by sponsoring the MGJ Engineering Brands Hatch Winter Stages. Having celebrated ten events running under this title in January 2024, we're delighted to continue this partnership.

MGJ Engineering is a multi-disciplined engineering company able to support a wide variety of manufacturing industries. Our workshop in Witham, Essex provides a nationwide service across the UK. We are proud to say we have over 30 years' experience in fabrication of metals, precision engineering, tool making and over 20 years in off-site maintenance engineering.

Our engineering services range from general maintenance & fabrication all the way to custom precision-made items, with the ability to provide a solution to most engineering needs or issues.

Examples of our fabrication include: Machine parts and guard to PUWER standards, spas, walkways, platforms, stairs, work benches, security fencing, grills and access gates, change part boards & trolleys.

We undertake welding services both on and off site using several different types of portable welding plant. We weld in tig, mig and arc using materials such as mild steel, aluminium and stainless steel.

In recent years we have expanded our services and also offer design, installation, fixed wire testing, lighting design as well as installation and maintenance of electrical systems.

### Accreditations & Training:

- ✓ BS EN ISO 9001:2015
- ✓ UKCA EN1090 Class 2 Approved
- ✓ Safe Contractor
- ✓ Avetta Approved
- ✓ NIC EIC Electrical contract
- ✓ All our staff are regularly trained & updated

With our sustainability, growth and skills development plan for the years ahead, MGJ Engineering continues to work towards engineering a better, safer future for all.

If we can help, please contact us on 01245 400 161 or by email to [sales@mgj-engineering.com](mailto:sales@mgj-engineering.com)



Welcome to the 2025 MGJ Engineering Brands Hatch Winter Stages.

This year we have some new stage designs, using parts of the Grand Prix circuit we haven't used competitively previously, as well as changing how we use the Indy circuit. We have worked to maximise the areas that MSV support us in using, and to change some "familiar" areas to freshen things up, where possible. My particular thanks to Mark Andrews, Matt Endean and David Town who started conversations and site meetings with MSV early in 2024, to support this event.

Please ensure you thoroughly read and digest these supplementary regulations, which for the first time reflect Motorsport UK's newly published National Competition Rules. Please allow plenty of time to renew both your Motorsport UK licence (applications cannot be made on the day) and motor club membership. Motorsport UK opened 2025 licence renewals before these regulations were published, so if you haven't renewed already, now is a good time if you're planning to enter the event.

Please also check dates on all lified/serviced items such as seats, harnesses, fire extinguishers etc and remember to check your log book expiry date. We will issue additional competitor bulletins prior to the event, which will contain important details.

The MGJ Engineering Brands Hatch Winter Stages welcomes several championships and will offer scrutineering on both Friday evening and Saturday morning. Signing on will be completed electronically in advance, please make sure you do this in good time, with document collection available on Friday evening and Saturday morning.

The team who brings the event together is significant, including lots of people who aren't as visible as marshals around the stages. Thank you to the organising team, all our marshals, our officials, our equipment teams and everyone involved in making the rally happen.

The rally is sponsored by MGJ Engineering of Chelmsford, Essex. Mick Johnson, owner of MGJ Engineering, is a regular competitor on this and many other rallies and has been supporting us for over a decade. We are grateful to Mick and MGJ Engineering for their continued support. More information is available at <http://www.mgj-engineering.co.uk>

We look forward to seeing you at Brands Hatch in January. If you have any questions, please contact me or one of the organising team and we will be happy to help.

Suze Rogers, Clerk of the Course

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# 1. Announcement

1.1 Chelmsford Motor Club will organise an Interclub Permit Multi-Use Special Stage Rally on Saturday 18th January 2025 at Brands Hatch Circuit, Fawkham, Kent. The event will be known as the “MGJ Engineering Brands Hatch Winter Stages.”

# 2 Jurisdiction

2.1 Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue for the event.

2.2 These Supplementary Regulations have been prepared using the 2025 Motorsport UK National Competition Rules (NCRs) as published in November 2024. Should anything change in the Motorsport UK NCRs, these will be notified in a Competitor Bulletin and will have the same force as these Supplementary Regulations. The latest NCRs are available on the Motorsport UK website:  
<https://www.motorsportuk.org/resource-centre/>

# 3 Sponsor

3.1 The event is sponsored by MGJ Engineering.

# 4 Authorisation

4.1 Motorsport UK Permit Number: TBC

# 5 Route & Seeding

5.1 The event will take place at Brands Hatch Circuit (entrance via Map Ref. 188/569645, what3words ///GARAGE.STROKE.ACROSS) and will contain up to eight Stages with approximately 35 sealed surface stage miles. Competitors will start the rally at MTC1 according to the Start List which will be published on the Virtual Notice Board on the Sportity App. The first car will start the first stage at 09:00 and the remainder will follow at 30 second intervals. All Stages are timed to an accuracy of one second and will start at 30 second intervals. If during the day it becomes apparent that a competitor’s performance is different from their seeding, the Clerk of the Course may re-seed them on safety grounds. No sections of public highway are used.

## 6 Competitor Eligibility

6.1 The Event is open to holders of an ASN Competition Licence valid for 2025 - Interclub Stage Rally or above and a valid Club membership Card (NCR Ch.13 App.9 Arts. 2 – 4), who are fully elected members of the organising club, invited Championships (SR 8) and member clubs of the following Regional Associations, each of which Chelmsford Motor Club is a member:

Association of Eastern Motor Clubs

Association of Central Southern Motor Clubs

Association of South Eastern Motor Clubs

East Midlands Association of Motor Clubs

Competitors who are not members of a Club that is part of an invited association or registered with an invited championship will need to join Chelmsford Motor Club (£15 per calendar year) or an eligible motor club.

6.2 Licences : NCR Ch 6, App 3, Arts 1.5 & 1.6: Licences issued by Motorsport Ireland will be deemed valid for all British Events providing the holder complies with all the requirements for the Event. Under a reciprocal agreement all ASN Licences are valid in Eire. The Event has been inscribed on the ASN National Calendar. National Competition Licences issued by countries outside the UK will be deemed valid for British Events if the holder has obtained approval to compete in the UK from their own ASN and that the holder complies with all the requirements for the Event as defined in SR 6.1.

## 7 Classes & Vehicle Eligibility

7.1 Cars will be split into the following Classes,

<b>Event Class</b>	<b>2025 NCR Class(es)</b>	<b>Summary Description (see Motorsport UK Stage Rally Car classes, Chart 50 for details)</b>
A	1	Homologated (& formerly homologated) FIA R5, Rally2 and S2000 cars, all World Rally Cars and any derivatives of these cars. RHD conversions are permitted.
B	2,4	All other 4-wheel drive cars over 2000cc. (Not including derivatives of R5/Rally2 cars). Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation.
C	3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc, plus all FIA RGT cars.
D	5,6	Cars with normally aspirated engines over 1600cc up to and including 2000cc, forced induction engines up to 1500cc, and all homologated FIA Rally4 and R2 cars with forced induction engines.
E	7,8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, forced induction engines up to and including 1000cc, and homologated FIA Rally5 and Rally5 Kit cars.
F	9	Cars with normally aspirated engines up to and including 1400cc
G	10,11	All Rally Start cars; Rally First cars and Road Rally cars over 1400cc
H	12,13	All Rally Start cars; Rally First cars and Road Rally cars up to and including 1400cc as per R18 and Formula 1000 cars.

This event will not cater for hybrid or fully electric vehicles.

7.2 The event is open to all cars complying with NCR Ch 13, App 16, which must have a valid Competition Car Log Book / Vehicle Passport issued by Motorsport UK or Motor Sport Ireland. Arrangements can be made for foreign participants to obtain a Vehicle Passport prior to scrutineering.

## 8 Championships

8.1 The event is a round of the following Championships:

<b>2025 AEMC/ASEMC Stage Rally Championship</b>	
Championship Registration Number	tba
Secretary	Paul Barrett <a href="mailto:paulbarrett@chelmsfordmc.co.uk">paulbarrett@chelmsfordmc.co.uk</a>
Website	<a href="http://www.aemc.org.uk/StageRally">www.aemc.org.uk/StageRally</a>
<b>2025 ACSMC Tarmacadam Rally Championship</b>	
Championship Registration Number	tba
Coordinator	Mark Baulch <a href="mailto:stagerally@acsmc.com">stagerally@acsmc.com</a>
Website	<a href="http://www.acsmc.com">www.acsmc.com</a>
<b>The 2024/25 Protyre Circuit Rally Championship</b>	
Championship Registration Number	CH2025/RALYY034
Co-ordinator	Howard Wilcock
Championship Eligibility Scrutineer	Paul Hewer
Website	<a href="http://www.circuitrally.co.uk">www.circuitrally.co.uk</a>

## 9 Event Timetable

No	Date	Time	Details
9.1	11 <sup>th</sup> November 2024		Event Supplementary Regulations published
9.2	18 <sup>th</sup> November 2024	20:00	Entries open at <a href="http://brandshatchstages.co.uk">http://brandshatchstages.co.uk</a>
9.3	2nd December 2024		Signing on opens at <a href="http://brandshatchstages.co.uk">http://brandshatchstages.co.uk</a>
9.4	4 <sup>th</sup> January 2025	20:00	Media Form Completion Closes
9.5	11 <sup>th</sup> January 2025	20:00	Entries Close, On-Line Signing On Closes
9.6	14 <sup>th</sup> January 2025		Seeded Entry List published & Competitor Bulletin No 1 available on Virtual Notice Board (on Sportity) and event website
9.7	17 <sup>th</sup> January 2025	15:30 to 19:00	Scrutineering & Sound Test (Brands Hatch Circuit Scrutineering Bay)
		15:45 to 19:15	Competitor Reception/Documentation collection (office next to Scrutineering Bay)
9.8	18 <sup>th</sup> January 2025	06:30 to 08:00	Scrutineering & Sound Test (Brands Hatch Circuit Scrutineering Bay)
		06:30 to 08:00	Competitor Reception/Documentation collection (office next to Scrutineering Bay)
		08:00	Mandatory Competitor Briefing by Scrutineering Bay, followed by timecard collection, in exchange for the numbered token in the documentation pack.
		08:50	First Car due at MTC 1 - Start
		17:30 approx	Last car at MTC 8A – Finish

## 10 Acceptance of Entries

10.1 Although we will acknowledge all entries, they will not be accepted until all mandatory fields on the entry form are complete (mandatory fields will clearly be shown on the entry form). We do not recognise TBA, TBC, 0 or other such variants; this will not be classed as a completed entry. The maximum entry for the meeting is 100 plus reserves, the minimum is 70. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting.

NB: The initial list of accepted entries will not be published until the first payments have been processed which will take up to 72 hours.

**The event programme will go to press before the entry list closes, this means that initial seeding will be done on Sunday 5<sup>th</sup> January 2025. Any entries received after this date will be seeded at 'best effort.' Competitors will start the rally at MTC1 according to the Start List which will be published on the Virtual Notice Board on the Sportity App. To be included in the programme, you will be required to complete a Media/Commentator sheet by 4<sup>th</sup> January 2025.**

10.2 Any person under the age of 18 signing-on as specified in NCR Ch 3, App 4, Art 1 (where the Parent is not present) must be accompanied by a Guardian who must produce authorisation from the Parent to act as Guardian NCR Ch 3, App 4, Art 4.

### 10.3 Changes of Entry

An accepted entry is linked to the driver. Once an entry is accepted, the driver cannot be changed without withdrawing and resubmitting the entry. If more than one change of co-driver's name or the car for an accepted entry is made, then the entry will be reclassified as an incomplete entry and may be entered into the reserve list, with the original entry being replaced by the first available reserve, subject to 100 entries already having been accepted.

10.4 The entry fee is £385. Entries must be made on the On-Line Entry Form at <http://brandshatchstages.co.uk>. You must pay by Electronic Bank Transfer within 72 hours of entering the event (details given on the Entry Form when you fill in the on-line entry).

10.5 Entry fees will be refunded as below:

Up to and including 11/01/2025 - Full refund provided written or email confirmation of such is received by the Entries Secretary before the closing date.

12/01/2025 - 18/01/2025 - Motorsport UK Fees & Insurance only refunded, unless replaced by a reserve.

Competitors who fail to start and who do not inform the organisers will forfeit the whole entry fee.

10.6 Competitor Bulletins will be posted on the Virtual Notice Board only.

## 11 Officials of the Event

Title	Name	Details
<b>Clerk of the Course</b>	Suze Rogers (National)	<a href="mailto:coc@brandshatchstages.co.uk">coc@brandshatchstages.co.uk</a>
<b>Deputy Clerk of the Course</b>	Dave Town (National)	
<b>Deputy Clerk of the Course &amp; Spectator Safety Officer</b>	Mark Andrews (National)	
<b>Secretary of the Meeting</b>	Paul Barrett	07771 976761 <a href="mailto:secretary@brandshatchstages.co.uk">secretary@brandshatchstages.co.uk</a>
<b>Radio Controller &amp; Deputy Clerk of the Course</b>	Ken Paterson	
<b>Event Safety Officer</b>	Dave Judd	
<b>Entries Secretary</b>	Dave Thompson	07800 731354 <a href="mailto:entries@brandshatchstages.co.uk">entries@brandshatchstages.co.uk</a>
<b>Assistant Entries Secretaries</b>	Amy Conboy Zack Thompson	
<b>Safeguarding Officer</b>	Alison Bisping	<a href="mailto:safeguarding@chelmsfordmc.co.uk">safeguarding@chelmsfordmc.co.uk</a>

Title	Name	Details
<b>Chief Marshal</b>	Luis Gutierrez Diaz	07847 600598 <a href="mailto:marshal@brandshatchstages.co.uk">marshal@brandshatchstages.co.uk</a>
<b>Assistant Chief Marshal</b>	Lucy Fryer	
<b>Motorsport UK Timekeeper</b>	Gary Nicholls (National)	
<b>Timekeeping Assistant</b>	Tony Michael & Rob Cook (Trainees)  Chris Musselle	
<b>Results</b>	MCS Rally results	<a href="https://www.rallies.info/res.php?e=612">https://www.rallies.info/res.php?e=612</a>
<b>Rescue &amp; Recovery Services</b>	Cam Rescue 1 (Zoe Webber) Cam Rescue 2 (Charley Webber) Cam Recovery 1 (Paul Hull) Cam Recovery 2 (Ben & Karen Scott)	
<b>Motorsport UK Steward</b>	TBC	
<b>Club Stewards</b>	Alan Barnard Graham Dance	
<b>Chief Medical Officer and Paramedic</b>	Tony Morgan	
<b>Paramedic</b>	Murray Stephens	
<b>Motorsport UK Chief Scrutineer</b>	Howard Downes	07799 076234
<b>Motorsport UK Scrutineers</b>	John Gray, Jeff Oates & Neil Hodgkin	

Title	Name	Details
<b>Motorsport UK Environmental Scrutineer (Sound)</b>	Mike Hall	
<b>Motorsport UK Assistant Environmental Scrutineers (Sound)</b>	John Taylor	
<b>Environmental Scrutineer (Fuel)</b>	Stuart Kingham	
<b>Media Officer</b>	Andrew Bisping	07804 833737 <a href="mailto:media@chelmsfordmc.co.uk">media@chelmsfordmc.co.uk</a>
<b>Service Area Coordinator &amp; Service Area Safety Officer</b>	Alastair Brown	
<b>Equipment Officer</b>	Gary Maddocks	
<b>Competitor Liaison Officers</b>	Tom & Karen Ward	

**COMPETITORS SHOULD ONLY PHONE OFFICIALS BETWEEN 19:00 AND 21:30**

## 12 Scrutineering, Sound Test and Video Cameras

12.1 All vehicles must comply with Motorsport UK Technical Regulations (NCR Charter 13, Article 16). Cars need not be taxed but they must be presented at scrutineering with the vehicle's Registration Document. A current MOT Certificate must be presented for all cars that are required by law to have one. At pre-event Scrutineering cars will be examined for compliance with tyre and vehicle safety regulations as well as class eligibility.

Competitors should study the Motorsport UK National Competition Rules and ensure they understand the technical regulations, including that fitted and serviced equipment (such as seats, harnesses and fire extinguishers) are in date for this event. The quantity and type of tyres used must comply with the Motorsport NCRs.

**As part of the entry process, you must confirm whether you will be scrutineering on Friday 17<sup>th</sup> or Saturday 18<sup>th</sup> January 2025. This can be completed via the online entry form.**

## 13 Documentation/Signing On

13.1 There will be no physical Competitor Signing-On at the event, Signing-On must be fully completed electronically prior to the event using the event On-Line Signing-on Declaration which will open on 2nd December 2024 at <http://brandshatchstages.co.uk>

Competitors must upload a copy of **both sides** of their 2025 Competition Licence and valid Motor Club membership card as part of the Signing-On process. Competitors must bring their 2025 Motorsport UK Competition Licence as well as a current, valid Motor Club membership card (as per 6.1), spot checks will be carried out.

SIGNING ON CLOSES AT 20:00 ON THE 11th JANUARY 2025, WE WILL MAKE TWO ATTEMPTS TO CONTACT YOU IF SIGNING ON IS NOT COMPLETE BY THIS TIME. AFTER THIS YOUR PLACE MAY BE OFFERED TO A RESERVE COMPETITOR.

Competitors are reminded of Motorsport UK's requirements for Entrants Licences as laid down on the Licence Application form. All licences must be signed. Any person who fails to produce a valid licence when requested will be required to see the Motorsport UK Steward and complete a licence declaration before they are allowed to start and pay a fee as detailed in the current Motorsport UK NCRs. We cannot accept licence application forms at the event.

## 14 Specific Regulations for Brands Hatch

**PLEASE DO NOT ARRIVE BEFORE 14:00 ON FRIDAY 17TH JANUARY.**

**The following regulations are part of our contract with Brands Hatch/Motorsport Vision:**

14.1 Out of Bounds Areas will be shown in a Competitor Bulletin. Anyone who is found in an Out Of Bounds Area will be disqualified from the event and removed from the venue SR 24.5.

14.2 All areas of the Rally Stage are out of bounds to competing crews and their associates for the duration of Friday 17th and on Saturday 18th January 2025. The circuit is out of bounds from 09:00 on Friday 17th until 09:00 on Saturday 18th.

Any persons found in an out of bounds area on foot, vehicle, bicycle, etc. will have their entry cancelled and their entry fee will be forfeited.

14.3 Animals - any person bringing Animals into Brands Hatch will be disqualified from the event and removed from the venue SR 24.5.

14.4 Any person found using any Quad Bike, Moped, Segway, Motorcycle, E-Scooter, Bicycles etc in the Service Area will be disqualified from the event and removed from the venue, SR 24.5.

14.5 Entry to MSV Brands Hatch Motor Racing Circuit:

Each Entry will be supplied with 6 Tickets (1 Driver, 1 Co-driver, 4 Service Personnel) and 2 Vehicle Passes which will be sent electronically from the MSV Ticket System.

Please note all Vehicles will be checked on arrival and Personnel must be in possession of the MSV Entry Ticket before entry into the Service Area can be permitted.

14.6 Damage to Venue

Motorsport Vision are very sensitive to any damage caused to their venue. If you have a puncture you must stop and change it as soon as it is safe to do so. Any damage caused and/or costs incurred will be the responsibility of the competitor. Chelmsford Motor Club and Motorsport Vision will seek full reimbursement. Penalty as per SR24.9.

## 15 Identification

15.1 Competitors must make available to the organisers of the Event specific areas of the vehicle for numbered plates to be affixed to bonnet, rear window, and front doors.

15.2 Competitors may be obliged to carry further advertisements.

15.3 All previous Rally/Door Plates from previous events must be removed or covered.

15.4 If the vehicle has Crew Names displayed anywhere these must be correct and relate to the Driver/Co-driver in the car for this Event.

## 16 Official Notice Board and Rally HQ

16.1 For queries the Competitor Liaison Officer should be contacted, they will be available during the event (primarily based at the Kentagon) and any additional contact methods will be detailed in a Competitor Bulletin. The Official Notice Board will be Virtual and on the Sportity App. Provisional and Final Results will be displayed on the Official Notice Board. You should make sure you have the means to access this before and during the event.

## 17 Roadbook, Timecards & Rally Pack

17.1 Entrants will be provided with a document pack including a Roadbook, giving details of Special Stages and the location of all Controls, in the form of Stage Diagrams. These documents will provide all the information necessary to enable competitors to comply with NCR Ch.13 App.12. Art.2.

Your Rally Pack can be picked up from Documentation, see SR 9 and subsequent Bulletins for details. Your timecard can be collected after the mandatory competitors briefing prior to the start of the rally, at the office next to the Scrutineering Bay (exchange the “credit card” provided in the documentation pack for your timecard).

## 18 Driving Standards, Observers and Judges of Fact

### **ALL JUDGES OF FACT WILL BE NOTIFIED IN A COMPETITOR BULLETIN.**

18.1 The Chief Scrutineer appointed for the event is a Judge of Fact in respect of Vehicle Eligibility.

18.2 All start officials on all special stages are appointed Judge of Fact for false starts.

18.3 The Organisers will appoint Driving Standards Observers in accordance with NCR Ch.13 App.2 Part C Art 4.41

18.4 Sound Control: The Organisers will appoint Judges of Fact and /or Driving Standards Observers, one of whom will be the Motorsport UK Environmental Inspector, to report on sound levels. The penalty for excessive sound may go as far as disqualification.

18.5 Judges Of Fact for the entire event will be named in a Competitor Bulletin which will be issued before the event, detailing the names of the Judge of Fact and the facts which they are judging including the following: NCR Ch.13 App.2. Part C, Art.4.40 and SR 21.

18.6 Driver behaviour on the Stages, including Splits and Merges.

**There have been many reported cases to Motorsport UK of vehicles hitting each other. Any contact between competing vehicles will result in a 10-minute time penalty - see SR.24.**

**NCR Ch13 App.12 Art 4.6: At the point of merge, Competitors furthest into the stage will have priority and all Competitors must merge in such a way that does not constitute a danger or hinder other drivers. Penalty as per SR 24.11.**

18.7 Delays on Multi Use Special Stage events are often caused by Competitors destroying Chicanes and other Stage Furniture, such as cones. Chicanes and other equipment are there for a reason, please respect them. Failure to do so will incur penalties. See SR 20 for further details, penalties as per SR24.

18.8 Drivers' behaviour on Road Sections: All competitors must follow the Speed Limits on Link Roads; they must drive in a sensible manner as there are many other vehicle movements and also spectators. Failure to comply with this rule will incur a penalty. NCR Ch13 App.8 Art 1.3 (l)

18.9 Crew behaviour on stages

All parts of crew members' bodies must always remain within the competing vehicle whilst on a Special Stage. Failure to do so will incur penalties at the discretion of the Clerk of the Course. NCR Ch13 App.8 Art 1.3 (aa to ii).

## 19 Controls & Timing

19.1 A system of Target Timing as defined in NCR Ch13 App.13 Art 9 will be adopted and is modified as stated below.

19.2 Control Procedure :

All time controls will open at the due time for the first car and close 5 minutes after the due time of the last car. Special Stages will be timed by digital clocks operated by Marshals under the control of the Chief Timekeeper. Such timing will be to the last completed second - NCR Ch13 App.13 Art 8.4 .Should any of the clocks fail, the organisers reserve the right to use any other available means for timing. Crews must present themselves with their cars at all controls and it is their responsibility to ensure all entries on their Time Cards are correctly recorded and handed in when and where required. Should any entry not be legible or appear authentic, the organisers reserve the right to use any means at their disposal to establish a valid entry.

19.3 Main Time Controls (MTC OUT) - All Special Stages will be preceded by an MTC designated an MTC (OUT) control and a Special Stage Arrival Control. Two cars will be due at the MTC (OUT) per minute. There will then be a short Road Section to the Special Stage Arrival Control preceding the stage, which has a generous time allowance so there is no need to rush There are some narrow one-way sections on the route which will be marshalled.

19.4 Special Stage Arrival Control (SSA) - Each Stage will be preceded by a Special Stage Arrival Control (SSA). Two cars should be due each minute. At this Time Control a marshal enters a competitor's time of arrival and the provisional starting time for a Special Stage which must be a minimum of three minutes. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé; the only work permitted in these areas is the following (unassisted): Cleaning lamp glasses, windscreens, windows, identification markings or vehicle registration numbers.

**As per NCR Ch13 App.13 Art 3.8: Competitors must not leave the Special Stage Arrival Control unless ready to start the Special Stage.**

19.5 Special Stage Start Control (SSS)

Once a time has been given at the SSA, a crew must proceed to the SSS where a start time will be given in hours, minutes and seconds. Competitors will start all Stages at 30 second intervals. The Start Marshal will assume that the crew is ready to start the Stage and will issue a time as soon as the start line is clear, whether the crew is ready to start or not. The stage start will be operated by traffic lights linked directly to Digital Clocks with automatic jump start detection by a beam.

The Traffic Light Start Sequence is as below; no verbal warnings will be given and the competitor should leave the start on the Green light.

Item	Description
<b>15 Seconds</b>	Red Light
<b>10 Seconds</b>	Red & 5 Amber Lights
<b>5 Seconds</b>	Red Light is extinguished and the 5 Amber Lights Count down 5-4-3-2-1
<b>0 Seconds</b>	Green Light

19.6 A Bogey Time will be set at 80 mph. The Stage Maximum Time is set at approximately 30 MPH. Both times will be defined in roadbook for each Special Stage. Competitors will receive penalties and accumulate lateness as follows:

Item	Description	Penalty
i)	Bogey Time or under	Bogey Time
ii)	Over Bogey, but under Stage Maximum	Actual Time Taken
iii)	Over Stage Maximum	Stage Maximum
No extra time penalty will apply for exceeding Maximum Time on a Special Stage.		

#### 19.7 Special Stage Finish Control (SSF)

The Flying Finish will have a light beam which is linked to the Digital Clock at the Stop Line. At the SSF a crew will be given their finish time in hours, minutes, and seconds. Any crew who fails to stop at the Special Stage Finish Control must not, under pain of disqualification, reverse to the stop line but must return on foot. The time given at this Control in Hours and Minutes will be the Start Time for the Road Section to the next RC (In) Control.

## 19.8 Regrouping Controls (RC) & Main Time Controls (MTC (IN))

At the SSF Control at the end of Stage 1 to 7, competitors will return to the service area as stated in the Roadbook for the next Service Halt via Regrouping Controls (RC), which are designated as MTC (IN) Controls. At the end of the event after Stage 8 SSF there will be an MTC (IN) Control which will be the finish of the event.

## 20 Stage Route

The prescribed stage route, as set out in the stage plans in the competitors road book, and as defined by direction arrows, road cones, tyre bundles, bales or other barriers, must be followed. Chicanes, split junctions and merges will be used, and these must be negotiated correctly. Competitors not making a reasonable attempt to follow the correct route will be penalised with a stage maximum.

Time penalties will be applied for shortcutting the stage route (whether intentional or not) and for striking Chicanes, whether or not a reasonable attempt to follow the correct route has been made. Where reports are received from Judges of Fact, who are experienced rally marshals, appointed to adjudicate on this regulation, the fact of the occurrence will be indisputable and any penalties applied are not subject to protest or appeal.

20.1 Shortcutting is defined as:

- Driving the competing car off the stage route that the organisers have prescribed, including driving through or between stage furniture placed to define the apex of a corner (e.g. traffic cones, tyre or foam bales, plastic barriers and blocks).
- Driving on the grass of the infield, or exceeding track limits (all 4 wheels outside of the white lines) where the stage route follows the confines of the race circuit.

20.2 Striking a Chicane will be defined as driving into stage furniture forming a chicane such that the chicane furniture is moved from its original position.

20.3 Competitors who do not make a reasonable attempt to follow the correct route will be penalised with the Stage Maximum Time as per NCR Ch13 App.8 Art 1.3 (c).

## 20.4 Split Junctions

There will be a split junction and a merge on each Stage. Countdown markers will be positioned at 200 and 100 yards before these. Competitors should ensure they know which route to take for each lap.

A Judge of Fact, who is an experienced rally marshal, will be placed on each of these junctions; any crew who overshoots and reverses, traverses the Special Stage in the opposite direction to rally or having passed the split location as detailed in the road book (including passing any split boards), changes their route by crossing or driving through the equipment defining the split, will be disqualified as per SR24.12.

## 20.5 Red Signals

NCR Ch13 App.2 Art 4.17: On any special stage where extreme circumstances make it necessary to neutralise the competition e.g., where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles, the system of Red Signals will be in place.

These will be located at mid stage rescue points, all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each mandatory Radio Point. Red Signals will be displayed at all mandatory Radio Points preceding the incident, only on the specific instruction of the Clerk of the Course, their Deputy or Stage Commander.

## 20.6 Red Signal Procedure.

NCR Ch13 App.2 Art 4.17-22 On passing a Red Signal displayed by a marshal wearing a marshal's tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage.

Failure to comply with this rule will result in Disqualification following a Judicial Hearing pursuant to NCR Chapter 2 and reported to the ASN.

## 21 Servicing & Tyres

21.1 The Service Area will be in areas within the venue, to be defined in future Bulletins. Servicing is defined as work being carried out on the competing car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. Servicing will only be permitted in the Service Area, see NCR Ch13 App.18 Art 7. Service Personnel will not be permitted to go to the assistance of competitors who break down on a Special Stage. If you have a large vehicle which you use to service, you will be asked to provide details as part of the online entry process in case the event needs to allocate you space in advance. Otherwise, service area space will be allocated on a first come first served basis.

21.2 All Servicing must be carried out with the competing vehicle on a groundsheet. The use of metal cutting, grinding or welding equipment in any service area at any time is prohibited. Penalty as SR 24.10.

21.3 Cars which are stranded out on the stage may have to remain there until the end of the event, the organisers will endeavour to move cars which are in a dangerous position but do not guarantee to provide assistance in returning them to the Service Area, although every effort will be made to clear broken down vehicles in between Special Stages.

21.4 The maximum number of the tyres the event is permitted to allow by Motorsport UK is 12. In line with NCR Ch13 App.16 Art 7.11. Where there is significantly heavy rainfall the Clerk of the Course may issue a Bulletin declaring a 'wet' event, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.

## 22 Refuelling

22.1 Competitors are only allowed to use Permitted Fuel, which is commercially available Motor Fuels - See NCR Chapter 8 Appendix 1 Art.1. Additives are NOT permitted unless specified in the Motorsport UK definition of permitted fuel.

22.2 You must only refuel on your way to a stage and not when returning from a stage. This is for safety reasons. Penalty as SR 24.5 NCR Ch13 App.18 Art 9.

22.3 The only refuelling option is for self-refuel as per SR 22.4. NCR Ch13 App.18 Art 9

22.4 Self-refuelling must only take place in the designated re-fuel area, penalty as SR 24.5. Competitors using the self-refuel area must deposit their Approved Fuel canisters in the self-refuel area between 07.30 and 08:30 on Saturday 18th January. Canisters will be tagged and logged by the Official in Charge. Competitors are reminded it is their responsibility to ensure the self-refuel area contains sufficient fuel for their days sport. In the event of early retirement, you must have the consent of the Official in charge to collect your canisters and you must follow their instructions in doing so. Competitors must collect their fuel cans and all associated equipment from the self-refuel zone within 30 minutes of the last car finishing the last stage of the event.

22.5 Ideally re-fuelling should be by hand pumping, rather than from hand-held containers. If fuel is dispensed from hand-held containers a suitable spout for pouring must be used. Open pouring from hand-held containers with or without the use of a funnel is not permitted.

The vehicle must be unoccupied e.g., driver, co-driver, service crew, etc, must be outside the vehicle when re-fuelling commences, and the engine switched off. This applies to all competitors who are self-refuelling. Penalty as SR 24.5.

## 23 General Regulations

23.1 All Motorsport UK National Competition Rules (NCRs) apply as written except for the following which are modified.

23.2 Motorsport UK NCR Ch13 App.9 Art 4.4 Only the first named driver on the entry form may drive the vehicle.

23.3 Motorsport UK NCR Ch13 App.8 & App.13 Art 9.1(e) - Maximum Permitted Lateness is five minutes.

23.4 If a Competitor fails to complete a Stage or misses a Stage, they may rejoin the event at a Rejoin Point. For this event a Rejoin Point is a Main Time Control (MTC (OUT)) - (SR 19.3). Competitors will restart in a Seeded Order to be determined by the organisers.

23.5 To be classified as a finisher, a Competitor must complete at least two-thirds of the stages (six stages completed if eight stages run) and report to the final MTC within the maximum lateness specified, with the car in which they started and under their own power.

## 24 Penalties

Penalties will apply as per Motorsport UK NCR Ch13 App.8 Art 1.3 and any amendments that Motorsport UK may make, except for the following which are modified or added:

	Details	Penalty
24.1	NCR Ch13 App.8 Art 1.3 (h) For each minute over target time on a road section or for each minute over target time in a Service Area	10 Seconds
24.2	Breach of NCR Ch13 App.18– servicing	Disqualified from the event.
24.3	Modified to include breach of Chp 13, App 16, Art 1.3(e) - Spill Kits	Disqualified from the event.
24.4	Striking a chicane or shortcutting the stage route (as defined in SR 20).	30 seconds for a first occurrence and subsequently 60 seconds.
24.5	Contravention of SR 14.1, SR 14.3, SR 14.4, SR 22.2, SR 22.4 and SR 22.5	Disqualified from event and removal from the venue.
24.6	Coming into contact with another competitor’s vehicle.	10 minutes per Incident
24.7	Any Competitor coming into contact with any Timing Equipment	Stage Maximum and responsible for any repair costs that may be incurred (SR 25.3).
24.8	Breach of Regulation SR 18.6	10 minutes per Incident
24.9	Driving on a puncture, failing to stop and change the wheel.	10 minutes per incident and responsible for any repair costs that may be incurred (SR 14.6).
24.10	Failing to adhere to SR 19.4 and SR 21.2 (including the one-way system in service area)	First occurrence; 1 min penalty. Second occurrence; 5 min penalty. Third occurrence; disqualification.

	Details	Penalty
24.11	Failing to adhere to NCR Ch13 App.12 Art 4.6: - at the point of merge, Competitors furthest into the stage will have priority and all Competitors must merge in such a way that does not constitute a danger or hinder other drivers.	10 minutes per occurrence
24.12	Driving through the equipment defining the split (see SR 20.4).	Disqualified from the event

## 25 Damage Declaration & Third Party Property

### 25.1 Damage Declaration

Competitors who retire, or at the conclusion of the event, shall sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of such incidents. This will be an online form which must be completed within 72 hours of the finish of the event. Failure to complete this declaration may be penalised by a fine of up to £100.

### 25.2 Damage to Third Party Property

**The Motorsport UK Insurance Policy does not cover Circuit Damage.**

Competitors causing damage to any third-party property will be liable for the full reinstatement cost of any damage caused. Where the damage is covered by the Motorsport UK insurance policy, the competitor will be liable for the insurance excess that Chelmsford Motor Club has to pay Motorsport UK, currently £500.

25.3 Any Competitor coming into contact with any Timing Equipment will be penalised as per 24.7.

## 26 Results, Protests, Appeals and Reviews

26.1 Interim results will be published at intervals during the event online at <https://rallies.info> and on the Sportity App.

26.2 Ties will be resolved on the basis of fastest on the first, or subsequent earliest stage, and then on the basis of engine capacity as detailed on the entry list.

26.3 In the event of unforeseen circumstances the organisers reserve the right to delete any stage or road section from the final results OR issue to those crews unable to complete a stage, nominal times based on the last car(s) to complete the stage.

26.4 Provisional results will be published at the finish as soon as possible after the last car has finished. Protests and appeals must be made in accordance with NCR Ch2 App. 3 & 4 and any additional Motorsport UK requirements relevant at the time. These results become final when any protest or appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters, and all outstanding protests or appeals have been settled.

26.5 Protest and Appeal Fees are to be paid direct to Motorsport UK within 48 hours of the Event and any fines are to be paid within 7 days of the Event direct to Motorsport UK. Please call Motorsport UK 01753 765000 within these timescales to make your payments. There will be no provision at the Event to make these payments.

26.6 Should additional evidence that was not available at the time of the protest or appeal be discovered then a Review Body may be convened in accordance with NCR Ch2 App.10

## 27 Awards

Awards will be a pair of mounted photos per crew, taken by the official Event Photographer which will be sent to the codriver for each crew after the event:

A)	1st Overall	2 Awards.
B)	2nd Overall	2 Awards.
C)	3rd Overall	2 Awards.
D)	1st in each Class	2 Awards.
E)	2nd in each Class (subject to 5 entries)	2 Awards.
F)	3rd in each Class (subject to 8 entries)	2 Awards.

The Top Three Overall Cars will be required for a Photoshoot & Finish Ceremony after the last stage.

## 28 Services

28.1 Catering will be available at the Circuit via MSV Outlets and The Kentagon.

28.2 Andrew Manston is the Official Photographer for the event.

Call Andrew Manston on 01795 479224 or  
email [mandh\\_photography@live.co.uk](mailto:mandh_photography@live.co.uk)

28.3 Tyre Suppliers:

Protyre will be in attendance for the event, please  
contact them beforehand for any special requirements.  
PROTYRE MOTORSPORT 01782 411001  
[shaun.chetwyn@protyre.co.uk](mailto:shaun.chetwyn@protyre.co.uk)

Slicks Tyres will be in attendance for the event, please contact  
Andrew Knott beforehand for any special requirements.

Slicks Tyres - 07966 621468 -[andrewjohnknott@hotmail.com](mailto:andrewjohnknott@hotmail.com)

28.4 Hotels

There are several hotels in the area, including Premier Inns at Swanley and  
Wrotham, but the closest – just by the main circuit entrance – is the Mercure  
Brands Hatch, which offers an event-specific 15% discount code; use EVEBB  
when booking at <https://all.accor.com/hotel/A017/index.en.shtml>

## 29 Acknowledgments

We thank the following people and companies for their continued support for the  
event.

Mick Johnson of MGJ Engineering

Motorsport Vision

Motorsport UK

All Safety & Rescue Crews

All Marshals and Officials

Tony Michael at MTC1.UK for the Entries System

Gary Nicholls at MCS Results

## 30 Environmental Policy

Chelmsford Motor Club is certified to Motorsport UK's FIA accredited Environmental Management System (EMS) framework and has implemented sustainability practices on this and future events. We ask all Competitors to bear this policy mind as they plan for and participate in the Rally. More details can be found on the Club's website - [chelmsfordmc.co.uk](http://chelmsfordmc.co.uk)

## 31 Safeguarding

Chelmsford Motor Club's Policy Statement on Safeguarding is published on the club's website. Safeguarding is everybody's responsibility. All competitors, volunteers and attendees at the event have a responsibility to respond positively in response to any concerns, suspicion or disclosure that may suggest a person is at risk of harm. All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately. If you have any concerns about safeguarding while at this event please contact the Event Safeguarding Officer or a Club Safeguarding Officer or report it to an official named in the Supplementary Regulations who will instruct an Event or Club Safeguarding Officer to contact you urgently. Further information can also be found at <https://www.motorsportuk.org/the-sport/safeguarding/>

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84 Totnes Walk, Chelmsford, Essex CM1 6LU  
[h] 01245 351468 | [m] 07895 040441  
Email: garyjnicholls@gmail.com

## **Chelmsford Motor Club**

Road Rally, Targa's, Navigation  
Regularity Events  
Results Service and Rally On Line Entry Systems



For further details contact Tony Michael:  
Email: arm@chelmsfordmc.co.uk  
Phone: 01245 466994 (H) or 01621 875522 (W)

# Chelmsford Motor Club

## Stage Rally & Sprint Timing Hire



Contact Gary Nicholls  
84 Totnes Walk, Chelmsford, Essex CM1 6LU  
[h] 01245 351468 | [m] 07895 040441  
Email: [garynicholls@gmail.com](mailto:garynicholls@gmail.com)



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# RACE WITH RESPECT

## Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

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# RACE WITH RESPECT

I pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

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