

**North Humberside  
Motor Club Ltd**

present the

**JOHN OVEREND MEMORIAL STAGES RALLY**  
AND

**THE MELBOURNE JUNIOR RALLY**



**Melbourne Airfield  
Sunday 12<sup>th</sup> May 2019**

A round of:

- The 2019 Roadrunner Phoenix Awards ANEMMC Stage Rally Championship
- The Wemix Concrete Ltd EMAMC Stage Rally Championship 2019
- The ANWCC Stage Rally Championship 2019
- The Yokohama Tyres Senior F1000 Championship 2019
- The Melbourne Challenge 2019
- The Junior 1000 Championship 2019

**Final Instructions**



# SPECTATE SAFELY!



# LEAVE THE DRONE AT HOME!

#AriNeedsYou



[motorsportuk.org/rallyfuture](https://motorsportuk.org/rallyfuture)

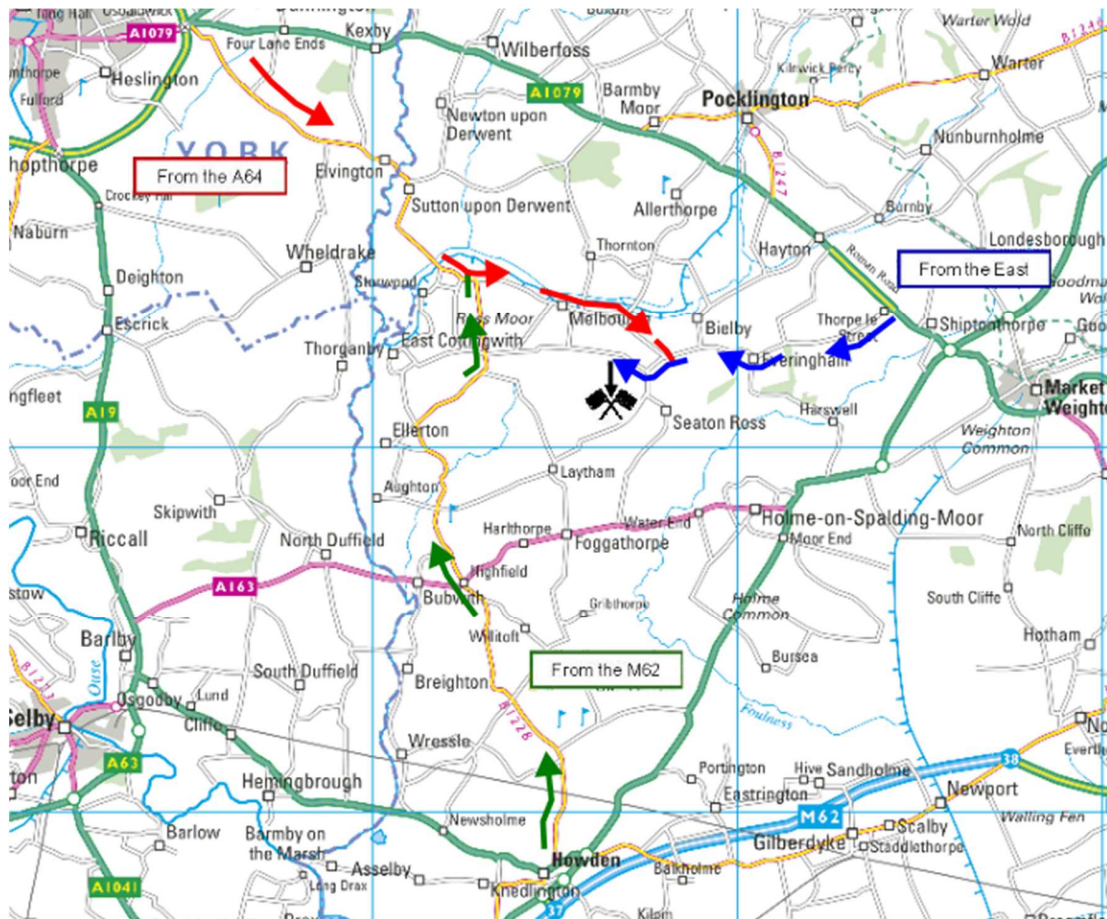
# FINAL INSTRUCTIONS - COMPETITORS' BULLETIN 1

Issued Monday 6th May 2019. This is an Official Instruction.

This Bulletin consists of 5 numbered pages. A plan of the venue and the Motorsport UK Service Area Guidelines are attached.

Thank you for your entry, your start number is on the entry list. Please check your details and if anything is wrong please inform the Entries Secretary, Carl Thompson 07975 677226, email: [jomsr.entries@northhumbersidemotorclub.co.uk](mailto:jomsr.entries@northhumbersidemotorclub.co.uk) as soon as possible.

Melbourne Airfield is situated on the unclassified Ash Lane at MR: 763428. Our preferred route will be arrowed from the A64 or the M62 via the B1228 to Rossmoor and into the venue. A road closure of Ash Lane at its junction with the B1228 means that we cannot avoid Melbourne village this year. Follow the signed diversion.



**Please drive slowly and quietly through the village.**

## **Entry to the venue**

Only enter the venue by the arrowed entrance, all other entrances to the venue are strictly private and may cause cancellation of the event if they are used. Any vehicles parked on the industrial estate may be clamped and released on Tuesday.

As in previous years, we discourage spectators as the venue is not suited to large numbers for rallying. We have previously seen people with pushchairs walking down the side of the dusty runway adjacent to cars doing 100+ mph. Clearly this is no longer acceptable but we understand family and friends may want to visit.

We want to make the event enjoyable - we believe part of that is being able to have family & friends supporting you. Access is more restricted than previous years, but there will be some access.

Parking is available on the left after entering the venue. At specific times during the event a crossing point will be established to allow visitors to walk from this area to the service area and vice-versa.

There will be viewing from an area adjacent to the parking area and an area adjacent to the service area.

There must be no attempt to gain access to any other areas of the venue. If unauthorised people are seen in prohibited areas the event will be delayed. **We are going to be very clear: we have a full entry, delays will cause cancellation of the last stage. It is in your interest to share this message with anyone you know who is planning to attend.** We have done everything we can to give some access, please support us by sharing this message with those who may be attending.

We have been asked by Motorsport UK to make competitors aware of an increase in the number of collisions, especially at merges. Competitors are recommended to have Mirrors fitted to both sides of the car and have spares available should they become damaged during the event.

Chicanes will be built in a manner to reduce the risk to mirrors, but clearly there are limitations to what the organisers can do.

The introduction of FHRs is causing some visibility restrictions – we ask all crews to be aware if a competing car is merging or rejoining the stage following an incident, they may not have the same visibility as before the introduction of FHRs. All crews should take appropriate measures to avoid a collision, this equally applies to crews approaching the scene who may have better visibility.

Once on the venue, follow the directions on the enclosed diagram to the service area. A speed limit of 15 mph is in force. Entry is between **15:00** and **22:30 hrs** on Saturday and **06:00** and **07:45** hrs on Sunday, no access will be available outside these times. You can come and go from the venue as you please on Saturday within the above times.

### **Noise Test & Scrutineering**

Noise test, scrutiny, and documentation will be at the following times. **Sunday** scrutineering is **only** available to those competitors who ticked the box on the entry form.

We would like as many competitors as possible to scrutineer on Saturday

**Saturday 11<sup>th</sup> May 15:00 to 19:00**

**Sunday 12<sup>th</sup> May 06:30 to 08:00**

Please report to the Noise test first, adjacent to the service area.

Here you will be issued with a scrutineering and documentation progress sheet. After noise, report to scrutineering, and then proceed to documentation.

Any problems on the way to the venue, please ring

**Gavin Heseltine (Secretary of the Meeting) 07561 523404**

**Carl Thompson (Entries Secretary) 07975 677226.**

### **Door Numbers, etc.**

Numbers and other such items can be purchased from CJ Rallying who will be attending on **Saturday only**. Numbers will be available from documentation on Sunday.

### **Fuel**

There is no fuel available on the venue and you are advised to bring enough to last for the full day. The total stage mileage is approximately 57 miles, plus non-competitive mileage of up to 10 miles

### **Stage Surfaces.** (Percentages are approximate)

Melbourne is a disused airfield. The tracks consist of the following:

- 70% sealed concrete and tarmac
- 30% as above but cracked, broken, loose and crumbling surfaces.

### **Toilet Facilities**

Toilets including disabled facilities will be available throughout the event.

### **Drinking Water**

There is **no** drinking water available on the venue.

### **The Official Notice Board**

This will be located in Rally HQ (as marked on the enclosed diagram).

### **Amendments / Additions to the SRs**

MSA Steward is Clayton Lackenby

Club Stewards are Steve Smith and Derek Lee

Delete Assistant Spectator Safety Officer

Radio Controller is Ian Davies

**SR3:** Motorsport UK permit numbers are: 109735 (John Overend Memorial Stages Rally) and 112844 (Melbourne Junior Rally)

**SR6:** The first Junior competitor is due at MTC0 at 08:28 hrs.

**SR7: Tyres** – replace with the following amended regulation:

All vehicles must comply with the current Motorsport UK tyre and vehicle regulations for rallies with special stages (see the January 2019 approved regulation changes at <https://www.motorsportuk.org/assets/rulechangesjan2019.pdf>). Only tarmac type tyres are allowed

to be used by competitors, no forest pattern or M & S type of tyre can be used on the venue. This is a stipulation by the landowner to limit damage to the venue and must be adhered to throughout the event.

Tyres must comply with Motorsport UK Yearbook section L, with the following specific requirements for this event.

The following tyres are permitted:

- a) FIA homologated tyres (including sizes not homologated),
- b) Tyres contained in Motorsport UK Tyre Lists 1A, 1B, and 1C.

The following tyres are **not** permitted:

- c) Tyres marked "For racing purposes only",
- d) Tyres contained in Motorsport UK Tyre List 6 and any other tyre intended for forest or gravel use

The following tyres will be permitted **only** if approved by the Chief Scrutineer as being of tarmac type:

- e) Tyres having any of the following patterns, inscriptions or manufacturers' designations: 'All Seasons', 'Grip', 'Snow', 'Special Use', 'Town & Country', 'Mud & Snow', 'M+S', 'M.S.', 'M&S' or the Three Peaks Mountain Snowflake symbol.

If in doubt about the eligibility of your tyres please contact the organisers before the event.

### **Punctures**

On the last event a number of punctures were caused by cars cutting the corner in a particular area, pushing big rocks onto the designated track. There will be barriers to stop these cuts.

### **The stage start procedure.**

The start will be signalled by automatic traffic lights. There will be NO verbal countdown.

At 15 seconds before your due start time, a red light will be shown.

At 10 seconds before your start time, an amber light will come on.

At 5 seconds before your start time, the red light will go off and the 5 sectors of the amber light will turn off at 4, 3, 2, 1 seconds before your start time.

At the start time, the final sector of the amber light will turn off and a green light will turn on. **The green light will be the visual signal to start.**

If the automatic traffic lights fail, the stage start procedure will revert to

**R 25.7.1** with verbal warnings at 15 seconds, 10 seconds, 5 seconds, 4, 3, 2, 1, GO, with the raising of a flag as the visual signal to start.

### **Time Cards and Competitors' Briefing**

Both members of each crew must attend the competitors' briefing.

You will be issued with **Time Card 1** after attending the competitors' briefing.

**There will be two competitors' briefings: one for each event, the times for these will be on the official notice board.**

Your due time at MTC1 will have been entered on that card by the organisers and also posted on the Official Notice Board.

**For the John Overend Memorial Stages Rally**, once you have completed stage 1, hand the timecard in at the Card Collection Control situated just past the stop line, you will be issued with your next timecard here, it will show your due time at the ATC for the next stage. The

same procedure applies to each following stage.

**For the Melbourne Junior Rally**, Time Card 1 covers stages 1 and 2 with a target time from the finish of stage 1 to the arrival control for stage 2. Once you have completed stage 2, hand the timecard in at the Card Collection Control situated just past the stop line, you will be issued with your next timecard here, it will show your due time at the ATC for the next stage. The same procedure applies to each following pair of stages.

### **Camping, Caravans & Motor Homes**

There is a limited amount of space within the service area for caravans & motor homes and there is grass alongside the service area for the pitching of tents and parking trailers. Please park with consideration for others.

### **Children & Pets**

Children & pets are welcome on the venue as long as they are supervised by a responsible adult at all times. Dogs and other such animals must be secured by a lead at all times, preferably in a crate during the competition.

### **Awards**

The Awards Presentation will take place on the airfield as soon as possible after the last stage has been completed. The awards will be presented in the marquee, near documentation

### **Early Departure from the venue.**

Competitors who wish to leave the venue before the end of the last stage may only do so after stages 2, 4, & 6 have been completed. Please be ready to leave in a convoy in the service area. An official car will escort you from the venue after each batch of 2 stages has been completed.

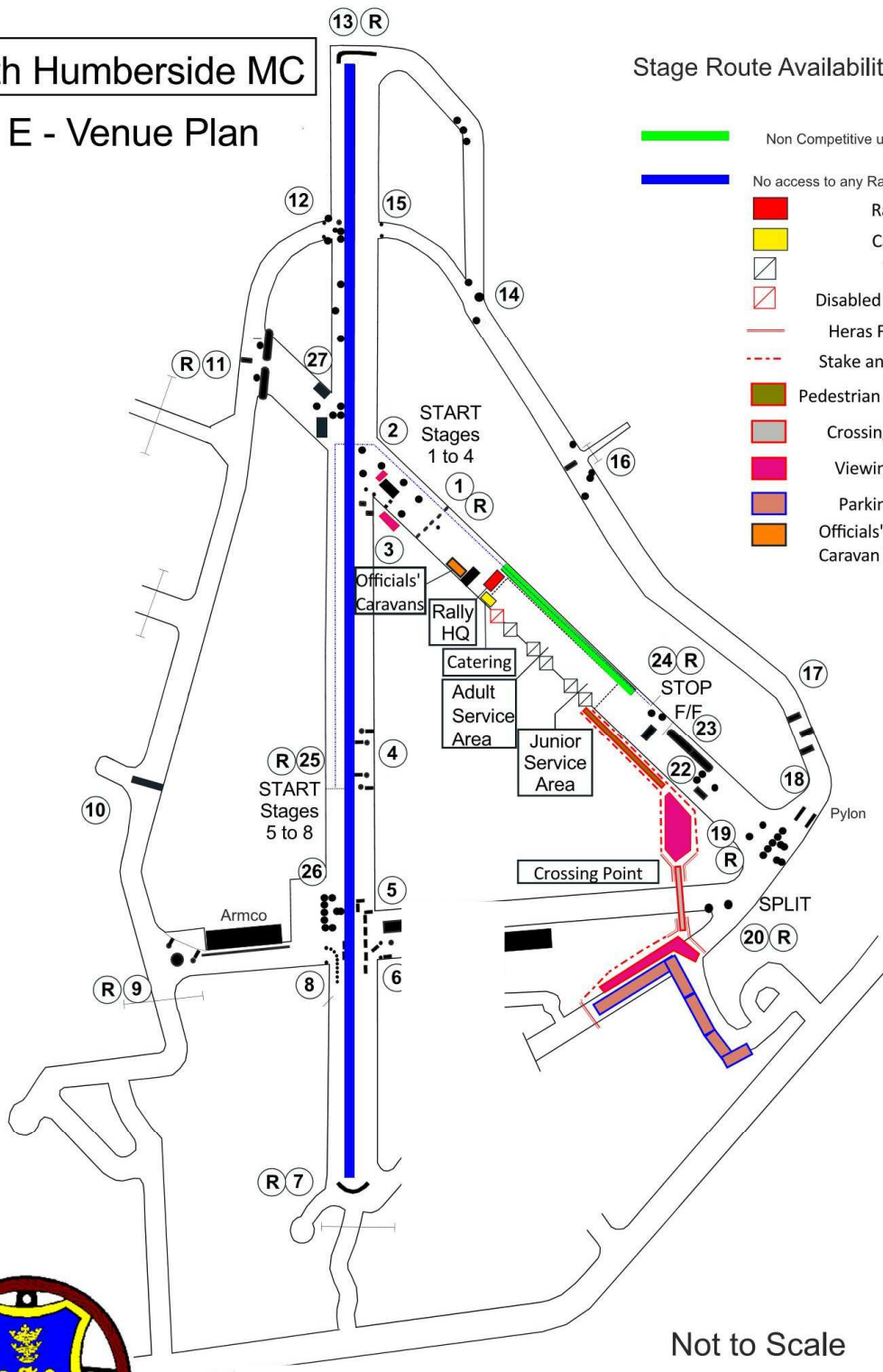
***Finally, have a safe and enjoyable event and the best of luck.***

# North Humberside MC

## Plan E - Venue Plan

### Stage Route Availability

- █ Non Competitive use
- █ No access to any Rally traffic
- █ Rally HQ
- █ Catering
-  Toilets
-  Disabled Toilets
-  Heras Fencing
-  Stake and Tape
-  Pedestrian Access
-  Crossing Point
-  Viewing Area
-  Parking Area
-  Officials' Caravan Parking



Not to Scale



### Requirements for Organisers

When participating in motor sport events and carrying out activities at Service Areas, entrants, competitors and service crew members should be aware of their own and other people's safety and wellbeing. The organiser has the overriding responsibility to co-ordinate the activity and ensure, so far as is reasonably practicable, that statutory requirements for these areas are met.

The Rally event organiser must allocate a 'Service Area Zone' to each competing team within the service park. These zones must be managed in such a way that they present neither a safety nor environmental risk to other teams or the venue location.

#### A. Basic Standards for Service Areas (or Service Parks):

1. The Service Area should be an appropriate size to allow adequate space for individual service zones, vehicle movement and safe pedestrian access. The ground should be relatively even with any significant hazards adequately controlled.
2. Service zones should be clearly demarked and public access restricted.
3. Organisers must set a speed limit for Service Areas and publish this information in the Supplementary Regulations.
4. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
5. Temporary structures such as motor homes, awnings and pop up tents must be erected securely and with sufficient ballast to cope with wind conditions. All structures deemed unsafe by the event organisers must be dismantled and removed.
6. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit.) Spillage of any liquid should be contained immediately by the crew concerned.
7. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled. The layout of the Service Area should permit emergency service vehicle access, should the need arise.
8. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines should not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
9. Where necessary, as part of the service i.e. changing of fuel tank, fuel pump, fuel filter, or any other item of fuel circuit, emptying and/or refilling of the fuel tank is permitted provided that:
  - a. The work is carried out with the knowledge of the organiser
  - b. A fire extinguisher with operator is on standby
  - c. No other work is carried out on the car during this operation
  - d. A safety zone is established within which all sources of ignition are removed
  - e. A minimum amount of fuel is used and any removed fuel is stored in a sealed container



## Service Area Guidelines Annex P

10. Service zones should be controlled in such a way that they do not present any unacceptable risk to competitors, crews, adjacent teams or members of the public. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
11. Entrants are responsible for all personnel in their team and in particular for supervising any young persons under the age of 18.
12. All working areas should be kept clean & tidy. All waste should be removed by the entrant at the end of the event and disposed of in a responsible manner.
13. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways unless covered by cable protectors.
14. Whenever vehicle engines are being run, adequate ventilation must be in place.
15. Appropriate safety notices should be displayed and efforts made to ensure that they are complied with.
16. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
17. The organiser is responsible for establishing emergency arrangements for the Service Area including fire, injury and security incidents. These arrangements must be appropriately communicated to all entrants and competitors.
18. Entrants are reminded of their obligation to comply with the requirements of the appropriate sporting and supplementary regulations at all times.

### B. Storage & Use of Petroleum Spirit

1. The organiser must establish suitable arrangements for refuelling with a preference for a designated refuelling zone. (See 'Guidance for the Operation of a Refuel Zone')
2. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fuelling commences. All sources of ignition must be removed from the area and an appropriate fire response should be prepared.
3. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
4. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
5. All empty containers should be removed from the venue after the event.
6. Petrol is to be used as fuel only, not for any other purpose.
7. All vehicle re-fuelling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.
8. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

### C. Hazardous Substances

1. Some parts on historic vehicles, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
2. Where asbestos is used, every effort should be made to prevent dust being released.



## Service Area Guidelines Annex P

3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
4. Other substances may cause ill health. Competitors should obtain MSDS (material safety data sheets) from suppliers in advance so that they hold important safety information about the products.

### D. Electrical Safety

1. All electrical equipment should be maintained in a safe condition.
2. Extension leads & cables should be neoprene, oil resistant flexible cable.
3. All electrical equipment used externally should be weatherproof and tools should be insulated against electric shock and used with residual current devices.
4. Electrical equipment and hand tools should not be used where flammable vapours e.g. brake cleaner or fuel, are present.

### E. Fire Precautions

1. All competition and service vehicles should carry a suitable fire extinguisher.
2. Special consideration should be made before lighting any cooking appliance.
3. All sources of ignition should be kept away from any fuel store or re-fuelling area.
4. Fire extinguishers should not be moved from their known location, other than when in use.
5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.
6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.
7. The organisers are responsible for putting in place an emergency plan to cover a fire in Service Area scenario.

### F. Compressed Air Equipment

1. Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above manufacturers' recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to suppliers' recommendations.

### G. Noise

1. Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
2. Where exposure to noise is unavoidable, hearing protection should be worn.



## Service Area Guidelines Annex P

### H. Manual Handling

1. Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques and provide appropriate lifting aids.

### I. Waste

1. Entrants must remove all waste from the venue, including containers, packaging, tyres, oils etc. They must be disposed of it in accordance with environmental legislation.
2. General waste facilities on site should not be used to dispose of hazardous substances or materials which have been contaminated by hazardous substances. These must be segregated and disposed of in accordance with waste regulations.

### J. Vehicle Safety

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions and, where practicable, to segregate pedestrian routes.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

### K. First Aid

1. Any person sustaining injury or illness, should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the Service Area, who will ensure the appropriate response.

### L. Reporting of Accidents & Incidents

1. All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the Service Area.

### M. Further Regulations and Information

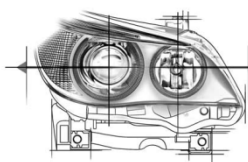
1. Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations and the HSE's guide HSG112 'Managing Health & Safety at Motorsport Events'.



**Race and rally prep**  
**Pre event prep**  
**Event support**  
**Testing Support**  
**Post event prep and repairs**  
**Rally car hire**  
**Any jobs considered**



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# J. Williams

Automotive Engineer

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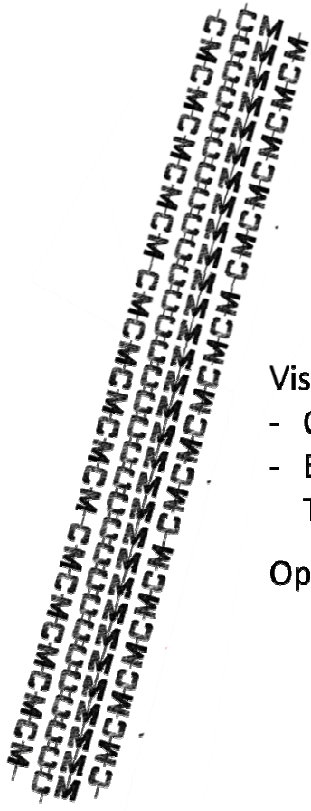
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Rallymeters

**GRAYSTON**



# SPECTATE SAFELY!



ARI  
NEEDS  
**YOU**  
TO

Be alert!

Always expect the unexpected

Stay at the designated spectator areas

Remember that in an accident anything can happen

Always follow the instructions of the marshals

Your safety – Your life

**ONLY A SAFE RALLY IS A GOOD RALLY**

#AriNeedsYou



[motorsportuk.org](http://motorsportuk.org)