

**North Humberside  
Motor Club Ltd**

present the

**JOHN OVEREND MEMORIAL STAGES RALLY  
AND  
THE MELBOURNE JUNIOR RALLY**



**Melbourne Airfield  
Sunday 19<sup>th</sup> June 2022**

A round of:

- The ANWCC Stage Rally Championship 2022
- The Melbourne Challenge 2022
- The F1000 Junior Championship 2022
- The Senior F1000 Championship 2022

**Final Instructions**





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# John Overend Memorial Stages Rally/Melbourne Junior Rally 2022

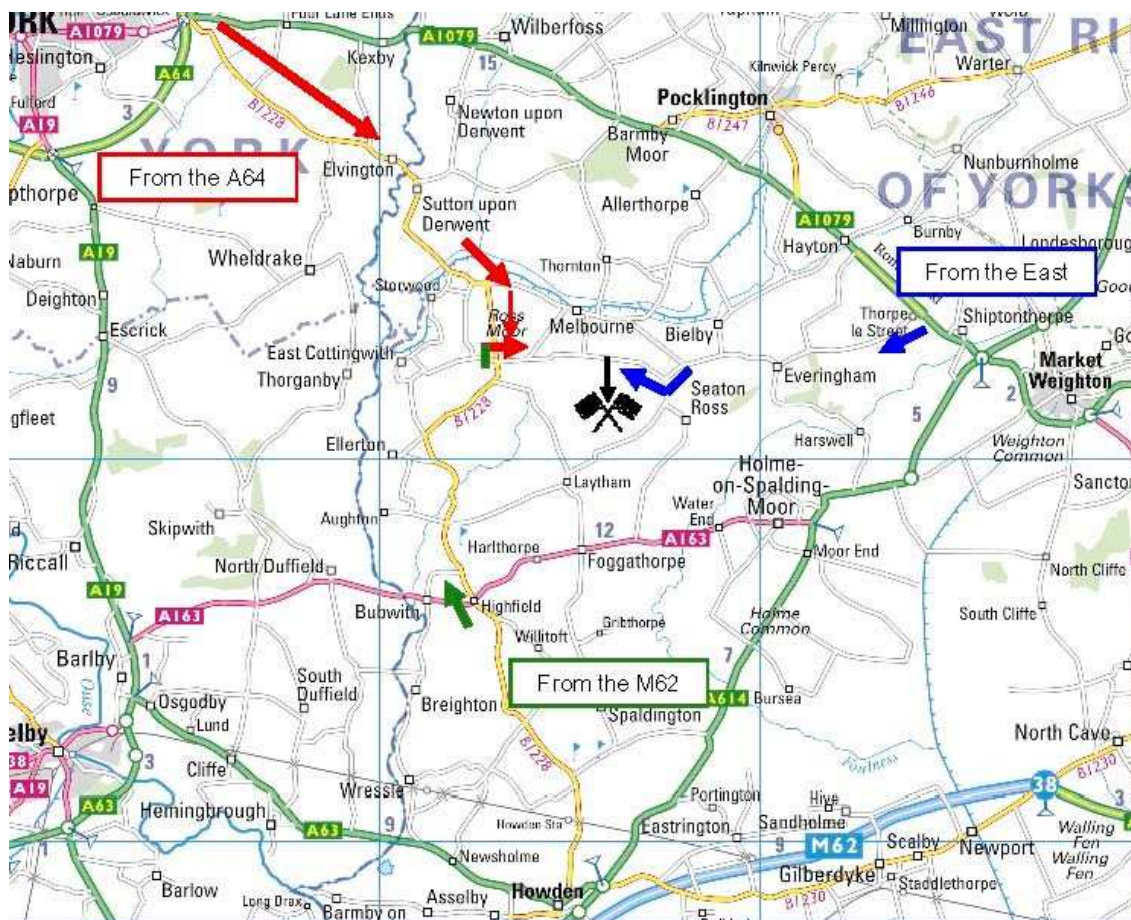
## FINAL INSTRUCTIONS - COMPETITORS' BULLETIN 1

Issued Monday 13th June 2022. This is an Official Instruction.

This Bulletin consists of 5 numbered pages. The venue plan, the service area plan, 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, Kirsty Thompson, 07725 950344, 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. The preferred route from North, West, or South is via the B1228; from the East the preferred route is via Everingham. **Please do not go through Melbourne village.**



If coming via the M62, please note that there are extensive repairs taking place on the M62 Ouse Bridge. M62 junction 37 is closed Eastbound – the diversion is East to junction 38 and then back to junction 37 to exit Westbound. There are extensive delays during peak times and even outside peak times the diversion will add at least 15 minutes to the journey. Alternatively leave at junction 36 and follow the A614 through Goole and over Boothferry Bridge (this route also has single lane working and traffic light control).

We are conscious that coronavirus (COVID-19) is still present and though restrictions have been removed, there are still changes this year from the way we ran rallies before the pandemic. We want you to have a safe and enjoyable event.

**THERE WILL BE NO PAPERWORK (EXCEPT TIME CARDS) AT THE EVENT. PLEASE PRINT EVERYTHING YOU NEED.**

The venue map and service area plan are attached to these Final Instructions.

The Road Book (including stage plans) and Query Forms will all be on the event's web-page (at <https://northhumbersidemotorclub.co.uk/rallies/john-overend-memorial-rally/>).

You should have completed the electronic upload of documents and electronic signing-on.

You must bring your usual paperwork with you: competition licences, club cards, championship registration cards (where issued), vehicle CCLB or passport. Vehicles and competitors PPE (overalls, helmets, FHR) will be scrutineered. Spot checks may be made on the other paperwork at any time during the event.

### **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 Monday.

Once at the venue, follow the directions on the enclosed diagram to the service area. A speed limit of 15 mph is in force. On Saturday, entry to the venue is available between **13:00** and **18:00** for scrutineering and to allow you to drop off cars, trailers, etc. to be left at the venue overnight (at owner's risk). On Sunday, entry is between **06:00** and **08:00**, no access will be available outside these times.

**This year the event is strictly non-spectator.**

### **Noise Test & Scrutineering**

Please report to the Noise test, adjacent to the service area. The scrutineers will scrutineer all competing cars.

Please ensure towing points are suitable for towing (R 48.1.13).

Any problems on the way to the venue, please telephone **Ian Sadofsky (Secretary of the Meeting) on 07842 417275**

### **Fuel**

There is no fuel available at the venue and you are advised to bring enough to last for the full day. The total stage mileage is approximately 45 miles, plus non-competitive mileage of up to 2 miles.

Competitors should be aware that a new version (version 5) of the Motorsport UK Stage Rally Safety Requirements (SRSRs) is effective from 4<sup>th</sup> June 2022.

Whilst most of the SRSRs are directed at organisers, there are some changes in Annex P (Service Area Guidelines) affecting refuelling that competitors need to be aware of, as follows (*Blue italic text* indicates the changes from the previous edition):

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 *must* have no occupants, *e.g., driver, navigator, service crew*, when re-fuelling commences. All sources of ignition must be removed from the area, *the engine switched off*, and an appropriate fire response should be prepared.

3. 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.*

### **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. Users must take responsibility for sanitising before and after use.

### **Catering**

There **will** be catering on-site this year.

### **Drinking Water**

The old toilet block has been demolished. We believe there is still a stand-pipe in the area approximately where the toilet block used to be. This is **not** drinking water. There is **no** drinking water available at the venue.

### **The Official Notice Board**

This will be a virtual notice board on the event's web-page at

<https://northhumbersidemotorclub.co.uk/rallies/john-overend-memorial-rally/> - a QR code for this is at the end of these Final Instructions.

### **COVID-19 precautions**

The behaviour of the service crew is the responsibility of the competing crew. Socialising around the service area is discouraged – not everyone is comfortable with contact.

### **Results**

Results will be available on the web at <https://results.djames.org.uk/results/?e=637&simple> (for the John Overend Memorial Stages Rally) and at <https://results.djames.org.uk/results/?e=638&simple> (for the Melbourne Junior Rally). QR codes are at the end of these Final Instructions.

Provisional results will be published on-line as soon as possible after the conclusion of the event. If no protests are received, they will become final after 30 minutes.

### **The stage start procedure**

The start will be signalled by automatic traffic lights. There will be NO verbal countdown when the automatic traffic lights are being used.

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.

### **Competitors' Briefing**

Competitors' briefings will be by Zoom webinar on the evenings of Thursday (16<sup>th</sup> June) and Friday (17<sup>th</sup> June). Details of the webinars will be emailed to competitors. The competitors' briefing is also available on the event web-site. Both crew members should attend one of the Zoom webinars (there is no need to attend both webinars).

Your due time at MTC1 will be posted on the virtual Official Notice Board.

**For the John Overend Memorial Stages Rally**, once you have completed stage 1, stop at the Passage Control situated after the stop line, you will be issued with your due time at the ATC for the next stage. The same procedure applies to each following stage.

**For the Melbourne Junior Rally**, there is a target time from the finish of stage 1 to the arrival control for stage 2. Once you have completed stage 2, stop at the Passage Control situated after the stop line, you will be issued with your due time at the ATC for the next stage. The same procedure applies to each following pair of stages.

### **Camping and Caravans**

Camping and caravanning **will be** allowed at the venue this year.

### **Pets**

Pets are welcome at 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**

After results are final, awards will be presented outside the Rally Office.

### **Tyre supplier**

Andrew Knott (Slicks Tyres) will be attending. Andrew says that pre-ordered tyres will be saved to the end of SS2, pre-ordering guarantees he will have the tyres but he will have the full range on the day – contact Andrew on telephone numbers 07966 621468 or 0114 247 0485 or by email at [andrewjohnknott@hotmail.com](mailto:andrewjohnknott@hotmail.com).

### **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 and 4 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.***

## URL

Virtual Official Notice Board

<https://northhumbersidemotorclub.co.uk/rallies/john-overend-memorial-rally/>



Results for John Overend Memorial Stages Rally

<https://results.djames.org.uk/results/?e=637&simple>

Results for Melbourne Junior Rally

<https://results.djames.org.uk/results/?e=638&simple>



Results for both rallies

<https://results.djames.org.uk/results/?m=121&simple>

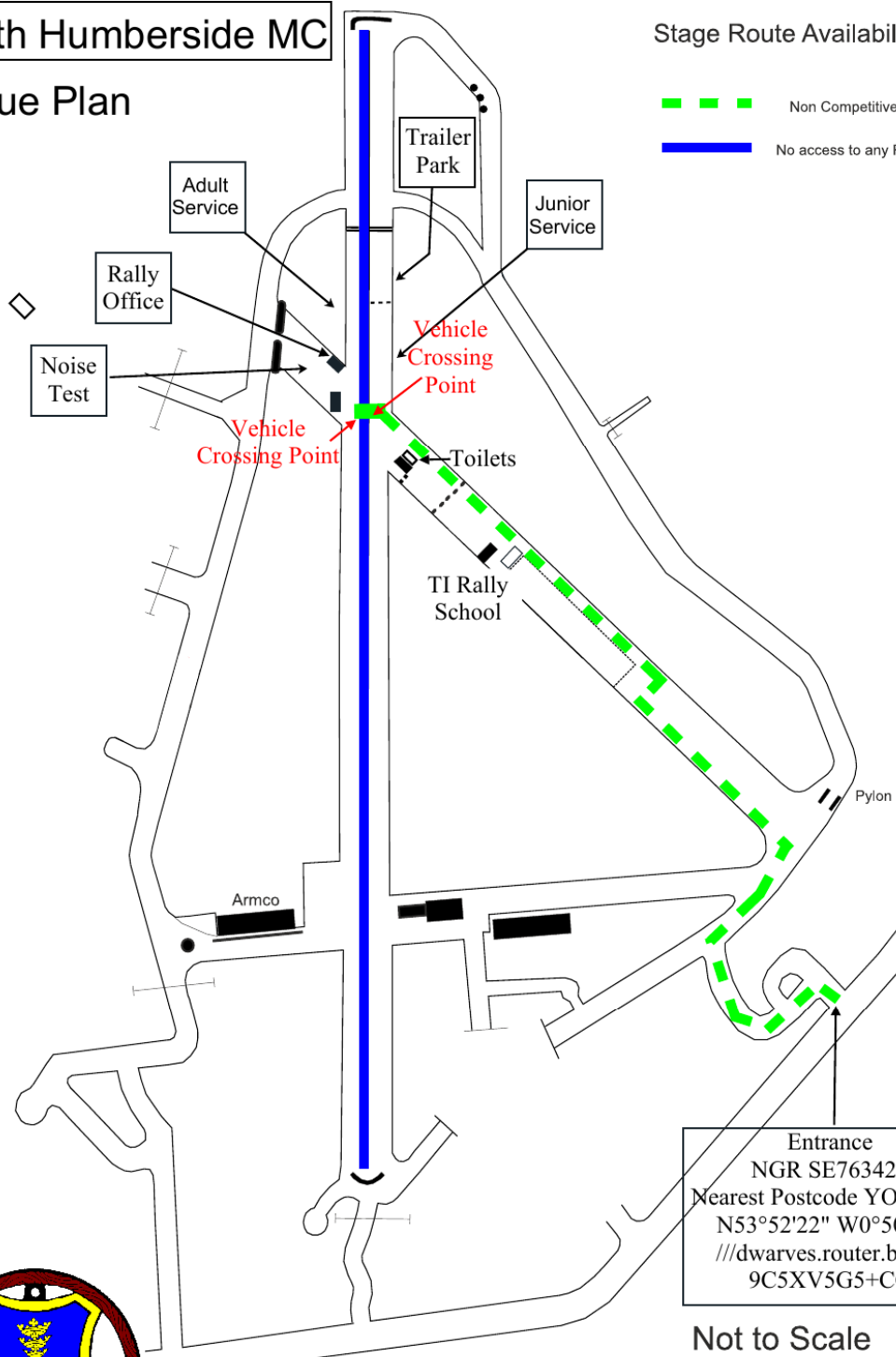


# North Humberside MC

## Venue Plan

### Stage Route Availability

- Non Competitive use
- No access to any Rally traffic

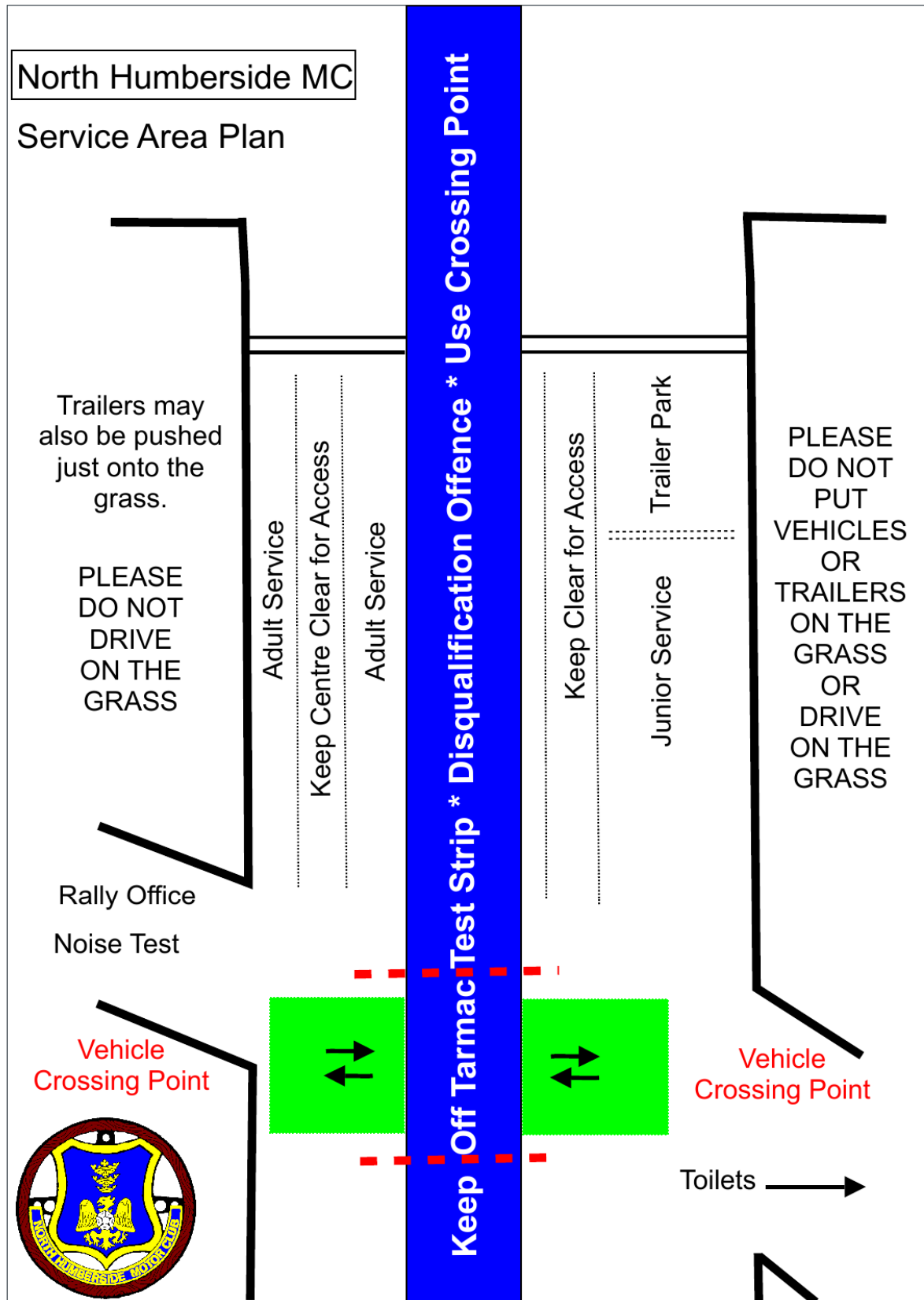


Not to Scale



# North Humberside MC

## Service Area Plan



## **Annex P - Service Area Guidelines**

### **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 should 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
- 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.
- 19. *The organiser is responsible for the provision of adequate sanitation within the Service Area for the competitors, service crews and event officials.*

## 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 *must* have no occupants, *e.g., driver, navigator, service crew*, when re-fuelling commences. All sources of ignition must be removed from the area, *the engine switched off*, and an appropriate fire response should be prepared.
- 3. 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.*
- 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.
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.

## 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'.





# Clubman Motorsport

[www.clubmanmotorsport.com](http://www.clubmanmotorsport.com)

Clubman Motorsport are proud to sponsor the Rallies at Melbourne.  
Located adjacent to the Airfield, we offer:

- Approved service centre for Lifeline, SPA Design & PD Extinguishers
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Our website only contains a fraction of what we stock. For personal advice from a fellow competitor, please call Rob on 07598 294750 or email [Rob@ClubmanMotorsport.com](mailto:Rob@ClubmanMotorsport.com)

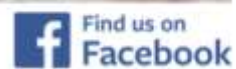




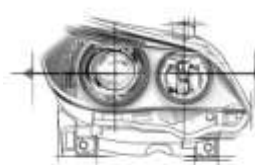
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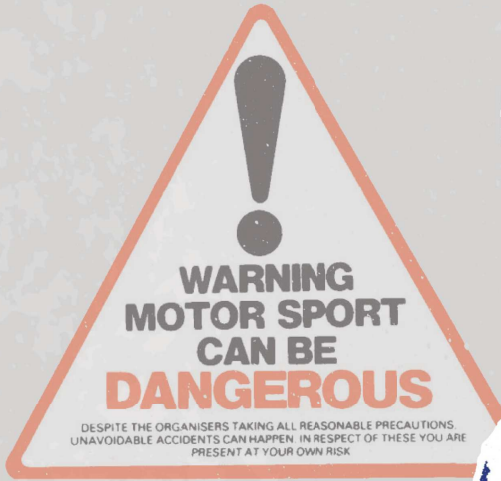
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# SPECTATE SAFELY!



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)



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