

The 21st East Anglian Classic Historic Rally and Run

Sunday 19th June 2016

Additional Supplementary Regulations



2015 EAC winners Gavin Rogers and Carrie Rogers,
Reliant Scimitar

Round 6 of



CLUBMANS
ROAD RALLY CHAMPIONSHIP 2016

HAGERTY
CLASSIC CAR INSURANCE

The 21st East Anglian Classic Historic Rally and Run

INTRODUCTION

Chelmsford Motor Club is pleased to welcome you to its annual historic road rally, *The East Anglian Classic*. We are once again delighted to be a round of the HRCR Clubmans Rally Championship. **Following the success of the 2015 event we are repeating the format, with a few tweaks in response to feedback.** The start/finish venue will be the Elsenham Golf and Leisure Club, MR 167 546265. This is very close to Stansted Airport and the M11 and although the venue has no accommodation there are many hotels in the Stansted area.

We will again be using the classic stage and targa rally venue Wethersfield Airfield as our sole test venue, which will be visited twice, once in the morning and once in the afternoon. This will enable us to provide the high quality special tests for which Chelmsford Motor Club are famous, while ensuring they are suitable for historic vehicles and varied enough to provide fair competition for all vehicles. This year we have introduced more variation into the tests in response to competitor feedback.

This year we will again be running The East Anglian Classic Run, a closed to club event for pre-1986 cars, which avoids the need for competition licences, Navigation for the Run will be by marked map, and the route and tests will be exactly the same as the Rally, so this will provide a 'bridge' between classic runs and the HRCR championship for those wishing to progress in their classic motorsport.

Again we will be supporting the East Anglian Air Ambulance, which provides airborne response across Norfolk, Suffolk and Cambridgeshire funded entirely by charitable donation. £10 per entry will be donated by the club, and competitors are offered the opportunity to make a further donation using the entry form.

The route will cover around 130 miles around the picturesque lanes of North and Mid Essex, South Cambridgeshire and Suffolk, many of which have not seen a rally car for several years. The type and format of last year's regularities was well received and this year's event will be no different including one section of traditional plot'n'bash. Navigation will be straightforward and the types of navigation used will be defined in the final instructions to avoid any confusion. This year's entry fee will include bacon rolls for breakfast, a mid-morning coffee/tea stop, buffet lunch and an awards dinner where you will be able to recall the day's exploits and hopefully collect some silverware.

Previous Event Winners

1995 Geoff Breakell / Nigel Raeburn Alfa Romeo Giulia
1996 Geoff Breakell / Nigel Raeburn Alfa Romeo Giulia
1997 Sid Ormrod / John Thornley Mini Cooper 998
1998 Adam Wiseburg / Ian Frazer Porsche 911S
1999 Peter Horsburgh / Alistair Bell Austin Mini Cooper S
2000 John Parsons / Gavin Rogers Ford Escort Mexico
2001 Jamie Turner / Graham Raeburn Hillman Imp 875
2002 Peter Valentine / Michael Valentine Mini Cooper S
2003 Terry Pickering / Paul Robinson Triumph TR3
2004 Bill Wyatt / Graham Dance Triumph TR4
2006 Jim Deacon / Dave Wilson Ford Escort RS2000
2006 'Light' Paul Hernaman / Ray Crowther Porsche 911 Carrera
2007 Paul Hernaman / Ray Crowther Porsche 911 Carrera
2008 Paul Hernaman / Ray Crowther Porsche 911 Carrera
2009 Historic Martin Neal / Mick Briggs Austin Healey Sprite
2009 Clubman Geoff Lobb / Tom Peddle Vauxhall Corsa
2010 Historic Paul Hernaman / Ray Crowther Porsche 911 Carrera
2010 Clubman Issac Zarmati / Sarah Zarmati Austin Mini Cooper S
2011 Martin Neal/Richard Dix Ford Escort
2012 Ryan Pickering/Lisa Marshall Triumph TR4
2012 Run: Pete Goodwin/KenLarking Ford Cortina Mk1
2013 James Griffiths/James Howell Mini Clubman 1275 GT
2013 Run: Pete Goodwin/KenLarking Ford Cortina Mk1
2014 John Ruddock/Andy Pullan Ford Escort Mexico
2014 Run: Graham Mayes/Keith Howard MGBGT
2015 Gavin Rogers/Carrie Rogers Reliant Scimitar
2015 Run: Pete Goodwin/Robin Hernaman Ford Cortina Mk1

Supplementary Regulations

1 Announcement

Chelmsford Motor Club will organise and promote a National B Historic Rally (known as The East Anglian Classic Historic Road Rally) on **Sunday 19th June 2016**.

Chelmsford Motor Club will also organise and promote a Clubmans Historic Rally (known as The East Anglian Classic Run) on the same date, using the same route.

The meeting will be governed by the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and any other written instruction the organising club may issue for the event.

The National B event is a qualifying round of the HRCR Clubmans Rally Championship.

The Clubman event is not a round of any championship.

The event website is www.eastanglianclassic.co.uk

2 Permit and Competition Licences

The Rally will be run under a National B permit. All competitors will require a Competition Licence of National B or higher status valid for the event issued by the MSA and a membership card of one of the eligible clubs.

East Anglian Classic Historic Rally Permit Number 93853

DOE Authorisation Number TBA

HRCR Clubmans Championship Permit TBA

The Run will be run under a clubmans permit. All competitors must be members of the organising club. No competition licences are required.

East Anglian Classic Run Permit Number 95324

DOE Authorisation Number TBA

3 Programme

The rally will be based at Elsenham Golf and Leisure, Hall Road, Elsenham, Essex, CM22 6FL

The Provisional Programme (subject to alteration) will be:

| | |
|--------------------------------|---|
| Saturday 18 th June | 17:00 - 19:00 Scrutineering and signing on |
| Sunday 19th June | 07:00 - 08:00 Scrutineering and signing on. |
| | 08:20 Drivers Briefing (10 minutes only) |
| | 09:00 Start of Rally - approximately 140 miles. A mix of regularity sections and driving tests. |
| | 17:30 Evening buffet begins - followed by Awards Presentations |

4 Officials

Stewards of the Meeting: Club Steward Ian Doble, MSA steward TBA.

Clerk of the Course: Paul Brewerton

5 Prince Street, Sudbury, Suffolk, CO10 1HZ.

Tel. 07702 113684

paul@eastanglianclassic.co.uk

Deputy Clerk of the Course: Gavin Leech

gavinjleech@gmail.com

Secretary of the Event: Alan Barnard

89 Fourth Avenue, Wickford, SS11 8RH

01268 462882

Entries Secretary: Tony Michael

The Finch, Main Road, Boreham, Essex CM3 3JF

Tel. 01245 466994

arm@chelmsfordmc.co.uk

Chief Marshal: Tony Burchnell

Tel. 01473 652262

tony.burchnell@gmail.com

Chief Scrutineer: Peter Brewerton

Tel. 01245 329409

peter.brewerton@btinternet.com

Environmental Scrutineer: TBA

Chief Timekeeper / Results: Tony Michael

Photographer: Andy Manston of M&H Photography

All named officials and all marshals will be deemed Judges of Fact for the entire event. The decision of a Judge of Fact is not open to protest. A full list of the Judges of Fact will be available from the Secretary of the Meeting.

5 Eligible Competitors

Competitors of The East Anglian Classic Historic Rally must hold a valid competition licence and be members of at least one of the following: A member club of the Association of Eastern Motor Clubs, the East Midlands Association of Motor Clubs, Association of South East Motor Clubs or the Association of Central Southern Motor Clubs or The Historic Rally Car Register.

Competitors of The East Anglian Classic Historic Run must be members of Chelmsford Motor Club. Family membership is available for £10.00 and can be paid with the entry fee.

6 Eligible Cars

The East Anglian Classic Historic Rally is open to cars registered on or before 31st December 1985, complying with GRs R18.1 – 18.6 and R19.1 -19.9.

The East Anglian Classic Run is open to cars registered on or before 31st December 1985 complying with GRs R18.1 – 18.6 and R19.1 -19.9.

Competitors may be required to produce documentary evidence to establish that the modifications to their car were used on rally cars of that period.

Competitors' particular attention is drawn to the silencing requirements. Vehicle noise must not exceed 98dB(A) @ 2/3rd of max rpm at 0.5 metres. There will be noise tests before and during the event. No car exceeding these limits will be allowed to run. Competitors are also reminded of the need to carry a small spill kit as per GR R18.6.5.

Waivers may be issued by the MSA as per GR R19.5. All such waivers must be requested in writing (or e-mail) from the Entries Secretary at least three weeks prior to the event.

Competitors will be required to present a current MOT Certificate and the Vehicle Registration Document (V5) as proof of period authenticity.

7 Classes

The East Anglian Classic Historic Rally

Class 1 - Master crews in Category 1* cars.

Class 2 - Master crews in Category 2** cars.

Class 3 - Master crews in Category 3*** cars.

Class 4 - Master crews in Category 4**** cars.

Class 5 - Clubman crews in Category 1* cars.

Class 6 - Clubman crews in Category 2** cars.

Class 7 - Clubman crews in Category 3*** cars.

Class 8 - Clubman crews in Category 4**** cars.

Class 9 - Newcomer crews in Category 1*, 2**, 3*** and 4**** cars.

*Category 1 – cars registered before January 1, 1968.

**Category 2 – cars registered from January 1, 1968 to December 31, 1974.

***Category 3 – cars registered from January 1, 1975 to December 31, 1981

****Category 4 - cars registered from January 1, 1982 to December 31, 1985.

Experience class definitions below are the same as the HRCR Clubmans award classes.

Master: A crew where any member has had two or more finishes in the top 5 places overall of a National B (formerly Restricted) or higher status rally.

Clubman: A crew which does not meet the qualifying requirements for Master or Newcomer.

Newcomer: A crew of which no member has previously qualified as a finisher in 6 or more rallies of the following types: a) Any rally for which MSA Competition Licences were required or b) Any other road event in the UK or abroad, which included timed regularity sections and had more than 12 starters.

The organisers reserve the right to amalgamate classes in order to achieve a reasonable number of competitors in each class and a fair matching of performance.

The East Anglian Classic Run

There will be a single class consisting of all entries.

8 Body Damage

Cars will be inspected for damage at Scrutineering. All competitors must declare any damage incurred either to their car or to a third party's property during the event, on the form provided. Failure of any competitor, whether his car is damaged or not, to hand in a complete damage declaration at the finish of the event will result in exclusion.

Competitors' attention is drawn to General Regulation R15.1.3 require competitors who retire to return their damage forms to the organisers within 72 hours of the end of the event.

9 Prohibited Equipment

The following may not be installed or carried in competing cars, under pain of exclusion: electronic trip meters capable of measuring more than just distance; calculators with integral clocks, cycle computers, electronic speed tables, lap and palm top computers, PDAs, two-way radios, containers for carrying fuel (full or empty), GPS receivers, video cameras. In the interests of safety, mobile telephones MAY be carried in competing cars, but only for use in emergencies or after retirement.

10 Identification

The organisers will provide a self-adhesive rally plate and two smaller self-adhesive competition numbers. The rally plate is to be affixed to the front of the car and the smaller numbers to each side. The smaller numbers must be placed behind the front doors on the coach line or above. The rear side windows, if applicable, are ideal. The organisers may supply sponsor's decals that must be displayed on each side of the vehicle. Competitors not displaying proper numbers or decals throughout the event may incur exclusion or a lesser penalty, at the organiser's discretion.

11 Entries

Entries will only be accepted if submitted via the on-line entry system (www.eastanglianclassic.co.uk), or you can print a form from the internet and post to the Entries Secretary, accompanied by the correct fee. Entries to this year's event(s) open on the formal publication of these regulations with an entry fee of **£120**. Please enter early. You will be able to pay online with Paypal or by BACS transfer or just send us a cheque for the full amount. The entry fee includes bacon rolls and coffee at the start, mid-morning coffee, lunch (excluding drinks) and a prize giving buffet for two people. The closing date for entries is Saturday 4th June. Entries received after this date cannot be guaranteed. PLEASE NOTE - £10 from your entry fee will be donated to the East Anglian Air Ambulance.

The maximum number of entries for the Rally is 60. The minimum is 25. The maximum number of entries for the Run is 20. The minimum is 5. Should either of the maximum numbers be exceeded a reserve list will be created. Should either minimum number not be reached the organisers reserve the right to cancel all or part of the meeting. Entries will be selected on a first come basis, although priority will be given to registered contenders of the HRCR Championships until Saturday 28th May.

Entries cancelled, in writing or verbally, up to 4th June will receive a full refund so please enter early! Entries cancelled after that date may be refunded at the discretion of the organisers.

If unforeseen circumstances should force the abandonment of the event at any time, the organisers reserve the right to retain a proportion of the entry fee to cover administrative costs.

12 Route

The total length of both events will be about 140 miles; fuel will be available en route as identified in the road book. It will comprise primarily of surfaced roads with some sections of airfield and tracks which may have a broken surface but which are smooth. All roads will have been driven in a standard road car with no sump guard.

13 Route Instructions

The East Anglian Classic Historic Rally

Navigation will be by simple traditional means, although the methods used WILL vary between regularities. Examples of types of navigation can be obtained from the Clerk of the Course Paul Brewerton. A road-book containing details of all the Main Time Controls, Regularity Start Controls, Test Venues, Petrol Halts and the location of black spots and give way junctions (R9.1.1 - 9.1.2) will be given to competitors when they sign-on.

On the route, junctions shall be treated in accordance with the Highway Code. It is not necessary to stop but competitors must give priority to traffic from the right (R9.1.4).

Competitors will require OS 1:50000 (Landranger) Second Series maps numbers **167, 154 and 155**, any recent editions. A small section of route is on map **168** but the organisers will provide an exact scale full colour map extract for this section, although you may wish to bring a copy of map 168 if you have one.

The East Anglian Classic Run

The road book will contain, in addition to the information above, marked map extracts showing the complete route (but not the locations of IRTCs and route checks), and information regarding regularity average speeds. Competitors who wish to practise their navigation skills may request copies of the navigation handouts used in the Rally.

14 Quiet Zones

Along the route the organisers may establish Quiet Zones. In a Quiet Zone, competitors must proceed quietly in as high a gear as possible. Quiet Zones will be notified to competitors in the route instructions and additionally by the use of "Q" boards on the route. The non-appearance of either or both of these does not invalidate the Quiet Zone and the onus lies with the competitor to comply with the route card / road-book. All 30 and 40 MPH areas will be considered Quiet Zones in their entirety.

The penalty for failure to observe the requirements of a Quiet Zone will be 300 marks for the first offence and exclusion for the second.

15 Road Section Timing and Control Procedure

The rally will be run under Scheduled Time (R.12.2). The following types of controls may be used:

Main Time Controls (MTC) at points which competitors must visit during the time the control is open in order to be classified as a finisher. MTCs will be typically located at the start and finish of each leg and at the lunch or petrol halts.

Time Controls (TC) at intermediate points on the route where competitors' times will be recorded.

Secret Checks (SC) established at undisclosed points to check competitors driving behaviour and/or adherence to route instructions and/or adherence to the Supplementary Regulations.

Passage Checks (manned) (PC) and **Route Checks (unmanned) (RC)** to establish adherence to the correct route.

Regularity Start Controls (RS) at the start of Regularity Sections. These may be self-start.

Intermediate Regularity Time Controls (IRTC) where competitors' time of arrival will be recorded as they stop astride the line at the control point.

Test Starts and Finishes (TS and TF) at the start and finish lines of tests.

If any control is unmanned, it will assume the status of a Route Check.

The beginning of a Control Area (other than at TS's, TF's and RC's) will be indicated by a control board. Except at IRTC's, competing cars may enter the control in the minute preceding their due time, BUT NOT BEFORE, so that their time card may be filled in. Electronic tags will be affixed to each competitor's timecard for the purpose of recording times from the marshals' clocks. The times stored by the tags will be downloaded into the results computer at rest halts or specified download points for speedy production of results.

Competitors will start at one minute intervals. Each competitor will be due at each MTC and TC at the Standard Time, plus their rally number in minutes. This is your Scheduled Time.

Competitors booking in at MTCs before their Scheduled Time will be penalised at the rate of 120 marks per minute..

Maximum Permitted Lateness at all controls is 30 minutes, except at the final MTC where it is extended to 45 minutes.

Competitors arriving at a TC more than 30 minutes after their Scheduled Time will be deemed not to have visited that control.

You will be penalised for lateness at the Start Control of the leg. Apart from this, there are no lateness penalties.

There are no penalties for lateness at controls at the end of Neutral or Transport Sections other than Maximum Permitted Lateness.

Test start Controls: Competitors may report to these points and start the test at any time during the period they are open.

They should be ready to start the test IMMEDIATELY on arrival; they may be instructed to start the test and timed accordingly even if they are not ready to move off. Please arrive at test and regularity starts as early as possible without driving too fast; this will assist the running of the event and give you a greater lateness cushion.

Except where specifically permitted, competitors may not pass through a Control of any kind more than once; may not turn round in a control; and must approach and depart from the control in the directions specified or implied by the route instructions. The penalty for doing otherwise is equivalent to missing that control.

16 Regularity Sections

There will be regularity sections (R10.4) in which competitors will be required to maintain a constant, fairly slow speed. The speed may change during a section; the speed to be maintained will be made known to competitors at or before the Regularity Start Control. These sections will be timed to the second.

Competitors must be ready to start immediately on arrival. They will be allocated a start time on the first practicable full minute and no two cars may start at the same time. Some RS's may be 'Self Start' meaning that the control will NOT be manned but there will be a marker identifying the exact start point of the regularity section. Your start time for the regularity may be allocated on your time card, for example the first RS after an MTC, so you should aim to arrive at the regularity start point in time to re-set your trip meter and start on the allotted time. Otherwise you should record the start time in ink in the relevant space on the time card. You must therefore have a clock in your car (or on you) that is accurately synchronised to rally time so you know when to start. A clock set to rally time, based on the Rugby radio signal will be available at the signing-on area. Normally only one car may start on each minute.

Competitors will be timed to the second at undisclosed Intermediate Regularity Timing Control (IRTC). Their due time at these points is based on the distance from the preceding control and the average speed(s) set. IRTCs will have no advance warning but will be indicated by a large Control Board, at which competitors must stop astride the line and present their time card to the marshal. The marshal will record their time of stopping astride the line and display a card indicating the distance to that IRTC and the time they should have taken from the RS or preceding IRTC as applicable. Competitors may not stop or slow down unduly within sight of an IRTC. If they do they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 100 marks as described below.

Competitors will be penalised 1 mark per second early or late at each IRTC up to a maximum of 300 marks at any one IRTC. There may be more than one IRTC on each regularity section. Competitors must not stop on Regularity Sections, except at an IRTC or if obliged to do so by a Stop sign, or by other circumstances beyond their control (such as giving way to oncoming traffic on narrow roads, which is recommended). The penalty for stopping except in such circumstances will be 100 additional marks, if observed by a marshal or Judge of Fact.

The organisers' official distance will be measured using a distance meter which will have been set to give a reading as close as possible to the actual distances. Prior to the start of the event, competitors will be given the opportunity to set

their own trip meters, or calculate discrepancies, on a measured route of about 5 miles. Details will be given in the final instructions.

17 Tests

During the event there will be a number of driving tests, timed to the second. Timing on tests may either be by means of separate Start and Finish clocks or by a single stopwatch. All crew members, tools, equipment, etc. must be carried in their normal places during each Test. Competitors must be ready to start each Test immediately on arrival. If they are not ready, they may be given the start signal anyway and their Test Time taken from then. Competitors overshooting the Finish line **MUST NOT REVERSE BACK**. They will be allocated the time at which they cross the line plus the penalty for failing to stop astride (5 seconds added). Any competitor who reverses back will be given the Maximum Time. It is possible that cars may close up towards the end of longer tests. Force majeure will apply should any competitor be baulked in these circumstances; however rally etiquette that competitors should give way to faster cars where it is safe to do so does apply.

It is not allowed to 'unwind' a mistake and cars should NEVER deliberately drive against the test direction.

A Bogey Time for each Test will be published, based on a 30mph average speed.

A Maximum Time for each Test will also be published. This time is the maximum penalty that may be assigned for a test. A competitor's score for each Test will be calculated as follows:

- a, Taking the Bogey Time or Less: Assigned bogey time
- b, Taking longer than the Bogey Time but less than the Maximum Time Assigned: actual time taken
- c, Taking longer than the Maximum Time: Assigned Maximum Time
- d, Striking a cone or marker: 5 seconds per occasion added
- e, Crossing a baulk line: 5 seconds per occasion added
- f, Failing to cross a line with all four wheels: 5 seconds per occasion added
- g, Failing to stop astride a line correctly: 5 seconds per occasion added
- h1. Unintentionally going the wrong way round a cone or marker: first occurrence 20 seconds; subsequent occurrence on the same test: Assigned Maximum Time.
- h2. Making no effort to go the correct side of a cone or marker: Assigned maximum Time.
- i, Making a false start, or otherwise failing to complete the Test (includes making no attempt to stop astride): Assigned Maximum Time
- j, Not attempting a test: Assigned Maximum Time
- k, Additional penalties for specific requirements of a test: As defined in the Road-book

18 Penalties

General Regulation R13 is modified as follows:

Penalties will be expressed as marks lost as follows:-

Not reporting or OTL at a Time Control or Regularity Start Control or Intermediate Regularity Time Control, wrong direction of approach to or departure from such: 300 marks

Late arrival at any Start Control of each leg (MTC), per minute: 60 marks

Early or Late arrival at an Intermediate Regularity Time Control on a Regularity Section, per second: 1 mark, up to a maximum of 300 marks.

Failing to record the letters from a Route Check code board: 100 marks

Failing to visit or obtain a signature at a Passage Check on a Regularity Section: 100 marks.

Breach of a statutory requirement concerning the driving of a motor vehicle: 1800 marks

Contravention of R12.7 - 3/4 rule: first offence 300 marks.

To be classified as a finisher, competitors must visit every MTC within maximum permitted lateness (OTL).

Ties will be decided by reference to:

- i, Fewest penalties on the Regularity Sections
- ii, Fewest penalties on the Tests
- iii, Furthest cleanest

19 Results and Protests

Provisional results for the event will be posted at the finish venue as soon as possible after the OTL time of the last car at the last MTC. These will be declared final within 30 minutes unless any query or protest is received.

Queries relating to each part of the results must be made to the Clerk of the Course as soon as possible after the due time, or actual (if later), posting of the results and in all cases within 30 minutes using the form provided (where practicable). Replies will be posted as soon as possible.

Making a query does not invalidate the right of the competitor to protest subsequently in writing to the Clerk of the Course or appeal to the Stewards of the Meeting. Any formal protest must be made within the period quoted above, unless the matter has been the subject of an enquiry to the Clerk of the Course; in this case, it must be made within 30 minutes of the reply of the Clerk of the Course. Any protests must comply strictly with GR C5 and C6.

20 Awards

East Anglian Classic Historic Rally

Awards will be given as follows :

Overall Winning Crew: **The Alec Lobb memorial trophy + replica to the driver.**
The Secret Garage trophy + replica to the navigator.

2nd Overall Trophies to driver and navigator

3rd Overall Trophies to driver and navigator

Class 1 Master Cat 1 - 1st and 2nd trophies to driver and navigator

Class 2 Master Cat 2 - 1st and 2nd trophies to driver and navigator

Class 3 Master Cat 3 - 1st and 2nd trophies to driver and navigator

Class 4 Master Cat 4 - 1st and 2nd trophies to driver and navigator

Class 5 Clubman Cat 1 - 1st and 2nd trophies to driver and navigator

Class 6 Clubman Cat 2 - 1st and 2nd trophies to driver and navigator

Class 7 Clubman Cat 3 - 1st and 2nd trophies to driver and navigator

Class 8 Clubman Cat 4 - 1st and 2nd trophies to driver and navigator

Class 9 Newcomer Cat 1, 2, 3 & 4 - 1st and 2nd trophies to driver and navigator

1st in Class awards are subject to 5 starters in each class. 2nd in Class awards are subject to 6 or more starters in each class. The organisers reserve the right to amalgamate classes as they deem appropriate.

No person may win more than one of the above awards

1st CMC Crew Trophy (Robin Richards Trophy and 2 replicas) to driver and navigator

East Anglian Classic Run

1st Overall awards are subject to 5 starters. 2nd Overall awards are subject to 6 or more starters.

21 Insurance

The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event before any loadings will be **£15.00**. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.

- I am aged 20 or over.

- I have had no more than 1 fault claim in the last three years

- I have no more than maximum of 6 conviction points on my UK driving licence

- I have the appropriate competition licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.

- I have no physical or mental disabilities

- I have no other material facts to disclose

- Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership

Partnership House

Priory Park East

Kingston Upon Hull

HU4 7DY

Tel + 44 (0) 1482 213215

Fax + 44 (0) 1482 213216

Email info@jelfmotorsport.com

22 Assistance

No organised assistance will be allowed. Cars may only be worked on by their crew or by other competitors, using tools and parts carried in their competing cars, or at bona fide garages. The penalty for breach of this regulation is exclusion (R13).

23 Driving Standards Observer

There may be an AEMC and/or event observer appointed to the event who will be identified by means of a plain white decal on each side of his car. He shall be deemed a Judge of Fact and a Driving Standards Observer as per R8.3 in respect of the noise level of competitors, both prior to the start and during competition and also in respect of unauthorised assistance. With regard to noise level and at his absolute discretion, the observer shall be empowered to exclude a competitor by removal of his time card and instructing the competitor not to continue or by acquainting the Clerk of the Course with his decision at the earliest practical opportunity.

The AEMC Observer nominated for this purpose shall be a Judge of Fact in respect of any competitor employing auxiliary lights in a stipulated Quiet Zone (other than in conditions of fog or falling snow), undue noise, or failing to stop

at a Give Way Junction (where required) or any behaviour deemed detrimental to good public relations during the course of the event.

24 Accommodation

There will be no overnight accommodation provided by the organising team. The start and finish venue does not provide accommodation but there are many hotels and B & B s in the Stansted Airport area. Please remember that breakfast of bacon rolls and coffee, mid-morning coffee, a light lunch (drinks must be paid for by competitors) and the awards buffet at the end of the event are included in your entry fee.

25 Acknowledgements

Historic Rally Car Register
Elsenham Golf and Leisure
MDPGA Wethersfield
Essex, Suffolk and Cambridgeshire RLOs
Essex Police
Suffolk Constabulary
Cambridgeshire Police
MSA route authorisation office
JELF Insurance Partnership
Sporting Car Club of Norfolk
Kings Lynn and District MC
West Suffolk MC
Eastern Counties MC
West Essex CC
Wickford MC
Anglia Motor Sports Club
All marshals and officials
...and all landowners and residents on route

Chelmsford Motor Club

Chelmsford Motor Club was established in 1956 and remains one of the Southeast's most active clubs. The club has a superb reputation for organisation - from the highly regarded Preston Rally and stage rallies at Woodbridge, Wethersfield and Brands Hatch to Autotests, PCTs, Targa Rallies and many 12 car rallies.

For more information on Chelmsford Motor Club or if you are interested in joining, please contact the registrar, Gary Nicholls on 01245 387898 or visit our website www.chelmsfordmc.co.uk

Chelmsford Motor Club was voted JLT Sport / MSA Motor Club of the Year 2009. We are extremely proud of the accolade but it is down to all the competitors, marshals and club members who made it possible. We were also voted into third place in 2007 and again in 2012 and 2014. Thank you for your support over the years.

Marshals

As always, to make the event a success, we are going to need lots of marshals. If you are unable to compete, but would still like to be part of the 2015 East Anglian Classic, please contact our chief marshal, Tony Burchnell. His details are on page 4 of these regulations.

Alternatively you can register your interest online at www.chelmsfordmc.co.uk

CLASSIC CAR INSURANCE?



THE HARD WAY

- Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- Cough up a £15-50 "certification" fee, on top of your policy premium.
- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1383.
- Go for a relaxing drive.



HAGERTY
CLASSIC CAR INSURANCE

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