

CHELMSFORD MOTOR CLUB

is proud to announce the

EACS ENDURANCE ROAD RALLY

19/20TH APRIL 2008



Photo: M&H Photography

Owen Turner / Andrew Dadswell – 2005, 2006 & 2007 Winners



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Introduction

Chelmsford Motor Club is pleased to announce the **EACS Endurance** - a rally which combines the best elements of these two popular events and removes most of the 'rough stuff' that was less popular with most crews. Those who enjoyed the daytime selectifs on the recent Midsummer Endurance rallies and who remember the East Anglian Classic in its original two-day format will enjoy this rally in its new format.

The **EACS Endurance** is a two-day road rally for lightly modified two-wheel drive cars limited to 1400cc petrol and 2000cc diesel non-turbo engines, built to the Endurance Road Rally formula. In addition we will be running an **Endurance Intro** class for beginners in unmodified cars. This year the event is based at the Holiday Inn in Norwich and is again supporting the **East Anglian Air Ambulance**; last year CMC rallies raised over £2000 for the charity.

Starting on Saturday lunchtime, the 170 mile day route will be based around RAF Sculthorpe, with afternoon selectifs linked by some pretty country lanes. After a supper halt a short night leg of around 90 miles will include simple, mostly pre-plotted, navigational sections on tarmac lanes and some smooth selectifs on private tracks and airfields, returning to the hotel in time for a good night's sleep. On Sunday morning there will be a further 45 miles consisting of more selectifs on private airfields and smooth tracks, bringing the event to a finish with an awards lunch back at the Holiday Inn.

The route instructions will be straightforward. A combination of marked colour printed extracts from OS maps, a few simple tulip defined plot and bash sections and detailed selectif diagrams will ensure that crews of all abilities can complete the rally.

Chelmsford Motor Club, which celebrated its 50th anniversary in 2006, is noted for its high-quality and popular events organised by experienced competitors. The EACS Endurance will be no exception. The club's results service using Liege timers and chips (as used on the recent 'Lombard Revival') is one of the best in the country.

We are grateful for the support of **EACS Ltd**, an IT service and support company based in Huntingdon. As usual, **M&H Photography** will be covering the rally and this year the **entry fee includes two presentation prints**.

In order to maximise use of the venues and marshalling resources available we shall also be running the East Anglian Classic historic road rally on the Saturday. This daylight event will use the Holiday Inn Norwich and share our selectifs but will have its own organising team.

As and incentive to marshals we have £100 cash prize draw.

We are delighted to be a round of the **2008 Endurance Rally Championship**
www.endurance-rallying.co.uk

You can enter and pay on-line at www.chelmsfordmc.co.uk between 9th February and 5th April.

1 Announcement

Chelmsford Motor Club will promote a National B Endurance Road Rally on the 19th & 20th April 2008. 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 event will form part of the 2008 Endurance Road Rally Championship and **all cars MUST use tyres from MSA Yearbook 2008 section C(e) - List 1A, Silverstone S505 'Lombard', Firestone F580C reinforced version or Colway Road Plus.** We are delighted to offer newcomers in show-room standard cars (Endurance-Intro) the chance to compete on specially designed lower-speed tests that will also be used by the East Anglian Classic which is running on the same day.

2 Permit and Competition Licences

The event will be run under National B road rally permits. All competitors will require a Competition Licence of National B or higher status (or equivalent Irish licence) valid for the event issued by the MSA and a membership card of one of the eligible clubs.

Permit Numbers: Endurance : 44934, Endurance Intro (Road Rally) 44194
Championship Permit Number: 5/2008

3 Programme

The Provisional Programme (subject to alteration) will be:

Saturday 19th April

- | | |
|---------------|---|
| 10:00 – 12:00 | Scrutineering and signing on at Norwich Holiday Inn |
| 12:30 | Start of Day Route- approximately 170 miles with special tests (selectifs) at airfields including RAF Sculthorpe and tracks in Norfolk separated by un-timed road sections. |
| 16:30
fee) | Afternoon Tea at Fakenham Racecourse (included in the entry |
| 17:00 | Leg 2 of Day Route |
| 19:00 | Evening supper halt near Swaffham (included in the entry fee) |
| 21:00
and | Start of the night leg. Approximately 90 miles of lanes, tracks
special tests in north Norfolk. |
| 23:59 | First car completes the night leg – returning to Norwich |

Sunday 20th April

- | | |
|-------|---|
| 10:30 | Sunday morning selectifs at venues in the Norwich area Norfolk separated by 45 miles of un-timed road sections. |
| 13:00 | Buffet lunch (included in the entry fee) |
| 13:30 | Provisional results published. |
| 14:00 | Prize Giving. |

4 Officials

Stewards of the Meeting *Richard Nel, Martin Chinnery & Pat Ward*

Clerk of the Course *Paul Barrett*
39 Constantine Road
Colchester, Essex, CO3 3DX.
Tel. (H) 01206 572529
Email: paulbarrett@chelmsfordmc.co.uk

*Deputy Clerk
of the Course* *Jim Bowie*
Email: Jimbowie555@yahoo.com

Secretary of the Meeting *Tom Peddle*
52 King Street,
Maldon, Essex, CM9 5DY.
Tel. (H) 01621 843086
Email: tpeddle@cmlmicro.com

*Entries Secretary
Results &
Chief Timekeeper* *Tony Michael*
The Finch, Main Road,
Boreham, Essex, CM3 3JF
Tel. (H) 01245 466994
Email arm@chelmsfordmc.co.uk

Chief Marshal *Ed Scott*
Hope Cottage
Laindon Common Road
Little Burstead, Essex, CM12 9TL
Tel. (H) 01277 650917, (M) 07771 891877
EACSCchiefmarshal@chelmsfordmc.co.uk

Assistant Chief Marshal *Ben Scott* (use contact details above)

Chief & Environmental *Rob Dominy (Nat B)*

Scrutineer

Photographer *Andrew Manston*
www.mandh-photography.co.uk

All named officials and signed on marshals will be deemed to be Judges of Fact for the entire event for adjudication in accordance with H37 and SRs14 to 18. The decision of a Judge of Fact is not open to protest. A list of the Judges of Fact will be displayed at signing on.

5 Eligible Competitors

Competitors must hold a valid competition licence and be members at least one club that is a member of at least one of the following Regional Associations:

AEMC (which includes Chelmsford), WAMC (which includes the Endurance Rally Association), ASEM (which includes CenSus), EMAMC (which includes Matlock).

6 Eligible Cars

The main event is open to two-wheel drive cars built to the Endurance specification – H129 and H102 to 116 also apply. The Endurance Intro event is open to newcomers whose cars meet these rules with the exception of roll-over bars and seatbelts. Competitors' particular attention is drawn to the silencing requirements (H12). Vehicle noise must not exceed 86dB(A) @ 2/3 Maximum RPM at 2m. There will be a noise tests before and during the event. No car exceeding these limits will be allowed to run. Adjustable suspension platforms are allowed; remote reservoirs (unless factory fitted) and gas discharge lamps are not. Championship contenders should heed the championship rules regarding ride height tyre type and wheel size.

Interior Trim –Section H104 of the MSA Competitors' Yearbook is quite clear. The paragraph covers the trim and names the trim required: - This trim will include headlining, inside door panels, carpets and rear seats. On that basis, all carpets must be fitted. The rear one behind the seats, if removed, may be rolled up but must be carried at all times.

First Aid kits, warning triangles and SOS/OK boards must be carried.

All cars (whether in the championship or not) MUST use tyres from C(e) List 1A, Silverstone S505 'Lombard', Firestone F580C reinforced version or Colway Road Plus tyres .

7 Classes

The following classes are based on National B (or higher) road rallies in the last five years:

Class 1 – Masters – either crew member having won outright

Class 2 – Experts – either crew member having finished in top 5

Class 3 – Semi Experts – either crew member having finished twice (or more) in top 10

Class 4 – Novices – either crew member having finished two (or more)

Class 5 – Newcomer – neither crew member having finished two (or more)

Class 6 – Endurance Intro – Newcomers (as defined in Class 5 above) in cars without roll-over protection or 4-point seatbelts. Crews entered in this class will not be eligible for overall awards and will have different tests at a 30mph average maximum.

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 Competitors' attention is drawn to General Regulations H87-89, requiring competitors who retire to return their damage forms to the organisers within 72 hours of the end of the event.

9 Prohibited Equipment

The use of **intercoms**, **GPS receivers (H116)** and the carrying of spare **fuel cans** is prohibited - penalty is exclusion. Mobile telephones may be carried in competing cars in the interests of safety and may only be used in an emergency or on retirement. No **photographic or video equipment** may be used in a competing car.

10 Identification

The organisers will provide rally plates and numbered identification that must be displayed at all times during the competition. 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. On retirement or completion, all identification shall be removed or covered up.

11 Entries

Entries open 6th February and will only be accepted if submitted on either the on-line (www.chelmsfordmc.co.uk) or paper entry form; the entry fee will be **£180** and no entries will be accepted until payment is made in full; payment can be made using Paypal or with a cheque. Cheques will not be cashed until 7th April. The closing date for entries is 5th April. Entries received after this date cannot be guaranteed. A list of accepted entries will be maintained on www.chelmsfordmc.co.uk no other acknowledgements will be sent out.

The maximum number of entries is 65. The minimum is 40. The first 30 entries will be reserved for Championship contenders until 1st March 2008, the rest will be allocated at the organisers' discretion. Team entries comprising three cars may be made. Team entries may be made up to 12:00 on 19th April. The entry fee for each team is £5. Crews may be a member of more than one team.

Entries cancelled, in writing or by email, up to 5th April 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 up to 20% of the entry fee to cover administrative costs.

12 Route

The total length of the route will be approximately 300 miles. It will comprise primarily of surfaced roads with some sections of airfield and tracks, which may have a broken, bumpy, rough, rutted or loose surface; sump and tank guards are recommended. The Saturday Leg will be about 170 miles with fuel available en-route and at the end of the leg. There will be up to twenty miles of special tests on the day route.

The Night Leg will be about 90 miles from Swaffham to Norwich consisting of few selectifs and straightforward navigational sections on public roads. Most of the night route will be on marked maps, there will be a few short sections defined by 'plot & bash' tulip diagrams.

The Sunday morning leg will be about 45 miles with selectifs in the Norwich area.

13 Route Instructions

A road-book containing details of all Main Time Controls, Test Venues, Petrol Halts, Rest Halts and the location of black spots and give way junctions will be given to competitors when they sign-on. The night route road-book will be handed out on leaving the first night route control.

On the night route, General Regulation H44 requires cars stop before entering any road protected by a stop, halt or give-way sign or joining a road of a higher status as shown on the map or as defined in the route instructions. Stopping is defined as ceasing all forward movement before crossing and within 10 feet of the road markings or where the markings should be. The penalty for failing to do so is exclusion for the first offence.

On the day routes, 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 (H44)

The route covers OS 1:50000 (Landranger) Second Series maps numbers: 132, 133, 134 and 144.

However, the road book and colour marked up copies of OS 1:50000 maps provided mean that is not necessary to purchase these maps; the plot and bash sections can be completed from the maps supplied.

14 Quiet Zones

Along the route the organisers may establish Quiet Zones. In a Quiet Zone, competitors must use dipped lights and drive 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 these boards 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 1800 marks.

15 Road Section Timing and Control Procedure

The rally will be run under Scheduled Time H70. The following types of control will be used (H62 – H66):

- (i) **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 petrol halts.
- (ii) **Time Controls (TC)** at intermediate points on the night route where competitors' times will be recorded. Time Controls will be denoted TTC at the end of a Transport section, NTC at the end of Neutral, TC for Standard and IRTC for the middle of regularity sections. IRTCs will be timed to the second on presentation of timecard.
- (iii) **Passage Checks (PC)** at intermediate points during the night leg where marshals must sign competitors' Road Books
- (iv) **Route Checks (RC)** at intermediate points during the night leg, competitors must record the letters displayed on a board as proof of passage. Any unmanned TC or PC shall be treated as an RC.

- (v) **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.
- (vi) **Selectif Starts and Finishes (SS and SF)** 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 will be indicated by a control board. 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 for speedy production of results. This equipment is considered as part of the time card and must be returned to the organisers with the damage declaration.

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

Competitors booking in at MTC or TC before their Scheduled Time will be penalised at the rate of 120 marks per minute. Note that penalties for early arrival are cumulative. E.g. if you are one minute early at one control and the same amount early at the next, you are penalised for early arrival each time. On the other hand, if you revert to your Scheduled Time (and thus take a minute longer than the time allowed for that section), you are not penalised for lateness, as the objective is to get back to your due time as soon as possible.

Maximum Permitted Lateness at all controls is 30 minutes, except at the end of each leg 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. On the Day Leg you will be penalised for lateness at the Start Control of the leg. Apart from this, there are no lateness penalties.

On the Night Leg you will be penalised for lateness at the Master Time Control at the start of the leg, and at time controls at the end of standard and regularity sections. There are no penalties for lateness at controls at the end of Neutral or Transport Sections other than Maximum Permitted Lateness.

There will be no intermediate Time Controls prior to Special Test and Regularity start Controls. Competitors may report to these points and start the test or section 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 with out driving too fast; this will assist the running of the event and give you a greater lateness cushion.

Except where specifically instructed in writing, 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 Special Tests (Selectifs)

During the event there will be a number of tests timed to the second. Timing on Tests may be either by means of separate Start and Finish clocks or 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 in the control zone. 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). A competitor who reverses back will be given the Maximum Time. It is possible that cars will close up towards the end of longer tests. Force majeure will apply should any competitor be baulked in these circumstances.

A Bogey Time for each Test will be published, based on a maximum 40mph average speed (30mph in Class 6). A Maximum Time for each Test is up to three times the bogey, this time is the maximum penalty that may be assigned for a test. A competitor's deemed time 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, including finish line, correctly	5 seconds per occasion added
h	Making a false start, taking the wrong route or otherwise failing to complete the Test (includes making no attempt to stop astride)	Assigned Maximum Time
l	Not attempting a test.	Assigned Maximum Time
j	Additional penalties for specific requirements of a test	As defined in the Road-book

17 Night Leg

The Night Leg will consist of 'competitive' sections and 'link' sections, timed at 30mph or less and Special Tests (Selectifs) timed at 40mph (30mph for Class 6) or less.

The route will use the following section types: Standard, Regularity, Neutral and Transport. There will be no lateness penalties at Time Controls at the end of Transport or Neutral Sections except for Maximum Permitted Lateness.

The most competitive road sections are defined as 'Regularity' however the nature of the roads used, and the timing at 30mph mean that an accurate trip meter and speed tables are not required. Timing is to the second on presentation of time card (ie if you arrive early you may wait for your time to come up).

Competitors late at one TC may be an equivalent amount late at the following TC without further penalty (Penalty Free Lateness).

Competitors may reduce this lateness (make-up) at the end of a Transport or Standard section, provided that in doing so they do not take less than three-quarters of the intermediate time allowed on sections greater than 4 miles - H82. The amount of time that may be made up will be clearly shown on the timecard. Competitors taking less time will be penalised 1800 marks for the first occurrence and excluded for the second time.

The maximum penalty that may be incurred at any one time control for lateness and/or failure to visit within Maximum Permitted Lateness and/or wrong direction of approach and/or departure is 1800 marks.

Competitors missing one or more time controls may book in without further penalty at the next TC visited at their scheduled time provided that the TC is at the end of a Standard Section. They may alternatively carry forward all or part of their Penalty Free Lateness. If the next TC the competitor visits is at the end of a Neutral Section, he may not make-up any time and must carry forward all Penalty Free Lateness.

During the Night Leg, there will also be Passage (manned) and Route (unmanned) checks. The penalty for missing such a check will be 300 marks (equivalent to 5 minutes' lateness). Passage and Route Checks and Time Controls must be visited in the correct order; marshals at Time Controls following Route Checks will be instructed to cancel blank RC spaces on competitors' Time Cards. The abbreviation PC will be used to denote both types of check during the rally.

There will be selectifs on the night route - SR 16 applies.

18 Penalties

General Regulation H84 is modified as follows: Penalties will be expressed as marks lost as follows:

B	Not reporting or OTL at any Time Control, wrong direction of approach or departure from such a Control.	1800 marks
C	Not complying with other requirements of the Time Cards, Route Cards and other written instructions including visiting a control more than once.	900 marks
D	Not visiting a Passage Check; not recording the information required at a Route Check; wrong direction of approach or departure from a Passage Check; visiting a Passage Check or Route Check out of order.	300 marks
E	Booking in at a Main Time Control or a Standard Time Control before Schedule Time, per minute.	120 marks
F	Late booking in at any Start Control of each leg (MTC), per minute.	60 marks
	Late booking in at a Standard Time Control on the Night Leg, per minute.	20 marks
H/ J	Early or Late booking in at a Timing Point on a Regularity Section on the night leg, per second.	1 mark
K	Breach of a statutory requirement concerning the driving of a motor vehicle	1800 marks
L	Contravention of H82 - 3/4 rule, first offence	1800 marks

To be classified as a finisher, competitors must visit every MTC within maximum permitted lateness. Ties will be decided on a 'furthest cleanest' basis.

19 Results and Protests

Provisional results for the Saturday Leg will be published by, or as soon as possible after, 21:00 on the Saturday. Provisional results for the rally will be published by, or as soon as possible after, 13:30 on Sunday; 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. 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 C(d) 45-104.

Final results will be made available at www.chelmsfordmc.co.uk and will be sent to email or postal address supplied on the entry form.

20 Awards

Awards will be given as follows:

Overall Winning Crew The Britvic Trophy + replicas.

2nd Overall Trophies to driver and navigator

3rd Overall Trophies to driver and navigator

Class Placings Trophies to driver and navigator, for 2nd in class with 5
1st, 2nd and 3rd in class or more starters, for 3rd in class with 8 or more starters

No person may win more than one of the above awards

1st Team of three cars Trophy to each driver and navigator

1st CMC Crew The Robin Richards Trophy + replicas to driver and
navigator.

All named Trophies remain the property of the Chelmsford Motor Club and must be returned after 11 months or upon request, whichever is the earlier.

21 Insurance

All competitors must have valid insurance while driving on the public highway during the event. The Club has applied to Richard Egger Insurance for a blanket certificate of insurance to allow those competitors who need to use the scheme to obtain Third Party Cover to meet the RTA requirements. The basic rate for the event before any loadings is £35, inclusive of Insurance Premium Tax. Competitors are eligible to sign-on for the event if any of the following apply:

1. The driver has extended his own motor insurance in accordance with GR A34 b).
2. The driver is acceptable to Richard Egger Insurance and the correct fee is paid. Automatic acceptance will be given to all competitors meeting the following criteria:

Age 19 years of age or over

Has held a full licence for a minimum of 6 months

Has less than 9 points on their licence

Has had 2 or less fault claims in the last 3 years

Anyone aged less than 19 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.

Anyone falling outside these limits must refer directly to Samantha Bartlett by calling 0115 985 0165 at least one working day prior to the event commencing – Richard Egger Insurance has advised that only in extreme conditions will insurance be refused or the premium loaded.

Only the person driving the vehicle needs to complete the insurance documentation. Where both people in the vehicle will drive at any point (shared driving), both must complete the insurance documentation, but only one premium will be charged. (Note: Navigators may not drive on selectifs, standard or regularity sections.)

Any claims for vehicles must be notified to Chaucer Insurance on 0800 072 2050 directly after the incident has taken place.

Officials may also use the scheme, please contact the event secretary for details.

22 Assistance

No 'servicing' / 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 - H84 (o)

23 AEMC Observer

There will be an AEMC 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 H38 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.

24 Accommodation

Overnight accommodation has been arranged at the Holiday Inn in Southern Norwich at the special rate of **£100 per crew per night** (based on two sharing a twin or double room) for bed and breakfast. This rate is available for Friday and / or Saturday night. Competitors may make use of all hotel facilities including the swimming pool, sauna, etc. Please complete the booking request on the Entry Form.

Please note that all hotel bookings must be made through the organisers and the hotel will not deal directly with competitors. All hotel accommodation is block booked in advance of the event and is available on a first come first served basis.

Accommodation at the Holiday Inn can be booked online and paid for using Paypal or by cheque (which will not be cashed until 7th April). All accommodation must be booked and paid for by 5th April otherwise it cannot be guaranteed.

Competitors are liable for all expenses beyond bed & breakfast, eg drinks, additional meals etc.

You are requested to use the Holiday Inn as time is limited in Norwich. However alternative arrangements may be available through the Norwich Tourist Board, Tel. 01603 666071.

All enquiries about hotel accommodation should be directed to Jacqui Leech on 07519 140218 and **not** to the hotel directly.

Chelmsford Motor Club

Chelmsford Motor Club was established in 1956 and remains one of the South-East's most active clubs. The club has a superb reputation for organisation - from the highly regarded Preston Rally, East Anglian Classic, Autotests, PCTs, the Sculthorpe & Woodbridge Gymkanas and many 12 car rallies. The club has produced many successful stage and road-rally crews (some of whom are organising this event). We also have a thriving social scene, with monthly 'themed' club meetings, table-top rallies, quiz nights and training sessions.

In 2007 the club was voted third (of over 800) best in the MSA / JLT Sport Club of the Year competition.

For more information on Chelmsford Motor Club or if you are interested in joining, please contact the registrar, Dave Judd, on 01245 357887 or go to www.chelmsfordmc.co.uk

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 EACS Endurance, please come out and marshal. **As an added incentive we are offering a £100 cash prizes draw.**

Name _____

Address _____

. _____

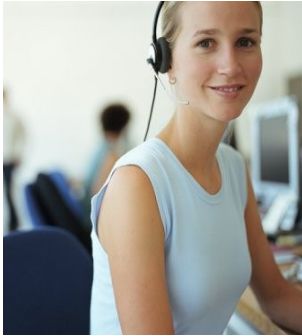
Tel _____

Number in party _____

Availability : Sat Day / Sat Night / Sun Morning -- *delete as applicable*

Please return to : Ed Scott
Hope Cottage
Laindon Common Road
Little Burstead, Essex, CM12 9TL
Tel. (H) 01277 650917, (M) 07771 891877
EACSCchiefMarshal@chelmsfordmc.co.uk

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