

CHELMSFORD MOTOR CLUB

is proud to announce the

EACS ENDURANCE ROAD RALLY

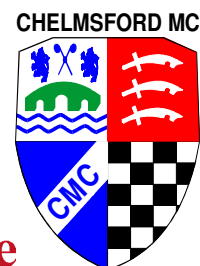
30th OCTOBER 2010



Jamie : " Wow, look at me Dan, I'm like rally driving and everything !"
Dan : " The mars really did fill me up. Are you still dicking around ?"

Photo: M&H Photography

2009 Winners



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Introduction

Chelmsford Motor Club, MSA / JLT Sport Club of the Year 2009, is pleased to announce the **2010 EACS Endurance**.

The **EACS Endurance** is a day/night 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. This year the event is based at the Holiday Inn in Ipswich and supports the **East Anglian Air Ambulance**; last year CMC rallies raised over £2000 for the charity.

Starting late in the morning of Saturday 30th October, the 180 mile day route will be based around MoD Woodbridge, with up to forty miles of selectifs at various Suffolk venues linked by some pretty country lanes.

After a supper halt in Ipswich a night leg of around 100 miles will commence with up to twenty miles of smooth gravel selectifs in the local forests and simple navigational sections on tarmac lanes and bringing the event to a finish with an awards presentation before midnight at the Holiday Inn. This should allow the majority of competitors the opportunity to get home at a reasonable time. A special rate has been negotiated with the Holiday Inn for those crews who have longer journeys, or who wish to join the organisers in the bar (there's an extra hour as the clocks go back) after the event.

The route instructions will be straightforward, a tulip road book will be provided, in line with other premier endurance rallies, and will be complemented by detailed selectif diagrams which 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 – winning the 2009 MSA / JLT Sport Club of the Year award. The club's results service using Liege timers and chips 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**.

As an incentive to marshals we have £100 cash prize draw and free food for those marshalling both legs of the event.

We are delighted to be a round of the **2010 Sportway Tyres Endurance Road Rally Championship**, <http://www.endurance-rallying.co.uk>

Regulations will be available on 1st August and the entry list will open on 15th August. Route details and recce notes will be published on the CMC website from July onwards.

You can enter and pay on-line at <http://chelmsfordmc.co.uk> between 15th August and 14th October 2010. **As an incentive to enter we are offering the chance to defer part of the entry fee until 1st November** – some of you may be a bit hard-up after the Exmoor. Please show confidence and commitment and enter early – should you wish to cancel a full refund will be given until five days before the event.

1 Announcement

Chelmsford Motor Club will promote a National B Endurance Road Rally on the 30th October 2010. 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 is a round of the 2010 Endurance Road Rally Championship.

2 Permit and Competition Licences

The event will be run under a National B road rally permit. 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 Number: 59403

Championship Permit Number: 33/2010

3 Programme

The Provisional Programme (subject to alteration) will be:

Saturday 30th October

08:00 – 10:30	Scrutineering and signing on at Ipswich Holiday Inn
11:00	Start of Day Route- approximately 180 miles with special tests (selectifs) at airfields and tracks in Suffolk, including MoD Woodbridge, separated by un-timed road sections.
13:00	Lunch Halt
17:00	Evening supper halt at Ipswich Holiday Inn.
18:30	Start of the night leg. Up to twenty miles of smooth forest selectifs and a few short navigational sections on country lanes in Suffolk
21:30	First car completes the night leg – returning to Ipswich Holiday Inn
23:00	Provisional results published.
23:30	Prize Giving.

4 Officials

Stewards of the Meeting Richard Nel, Robin Hernaman & Andy Ballantyne

Clerk of the Course Paul Barrett
39 Constantine Road
Colchester, Essex, CO3 3DX.
Tel: 01206 572529 / 07771 976761
Email: paulbarrett@chelmsfordmc.co.uk

*Deputy Clerk
of the Course* Jim Bowie

Secretary of the Meeting Tom Peddle
19 Greenhill, High Rd,
Buckhurst Hill, Essex, IG9 5SH
Tel: 0208 5069550 / 07989 296524
Email: tom_peddle@hotmail.com

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

Chief Marshal Karen Cook
Tel: 07834 373045
Email chiefmarshal@chelmsfordmc.co.uk

Chief & Environmental Scrutineers Rob Dominy & Claudia Aldridge (Nat B)
01328 856932 (work) 01485 528055 (home)
or 07747 798274 Email: cvs-vehicles@hotmail.co.uk

Route coordinators Gary Nicholls, Tony Clements, Jim Bowie & Mark Andrews

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, ASWMC (which includes Salisbury & Shaftesbury MC), EMAMC (which includes Matlock).

6 Eligible Cars

The main event is open to two-wheel drive cars built to the Endurance specification – R20. R18 also applies. Competitors' particular attention is drawn to the silencing requirements (R4.1). Vehicle noise must not exceed 86dB(A) @ 2/3 Maximum RPM at 2m. There will be 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 –R18.1.6 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, tow ropes and SOS/OK boards must be carried and crash helmets may be worn on selectifs. Fire extinguishers are recommended and are mandatory for championship cars.

Tyres shall be selected from Section L - **List IV** (page 202 of the 2010 Blue Book) with the amendment that **Silverstone S505 tyres are NOT permitted. The Endurance Rally Championship recommends Sportway R1 / R1+ tyres – the manufacturers have significantly improved the design and manufacturing of these since last year, see their report at - <http://www.endurance-rallying.co.uk/tyres.html>**

A full definition and some good guidance on technical regulations can be found in Appendix A of the championship regulations –

http://www.endurance-rallying.co.uk/downloads/errc_2010_regulations.pdf

7 Classes -

1. Masters in petrol cars 1301 – 1400cc
2. Masters in petrol cars 1001 - 1300cc
3. Masters in petrol cars up to 1000cc and diesel cars up to 2000cc
4. Experts in petrol cars 1301 – 1400cc
5. Experts in petrol cars 1001 - 1300cc
6. Experts in petrol cars up to 1000cc and diesel cars up to 2000cc
7. Novices in petrol cars up to 1400cc and diesel cars up to 2000cc

Master – A driver or navigator who, at the time of registration, has finished in the top 3 of any Endurance Road Rally. Competitors who are masters in another relevant category of motor sport may also be considered masters. If you think you may fall into this category, please discuss it with the Championship co-ordinator.

Expert – A driver or navigator who, at the time of registration, falls outside the definition of Master or Novice

Novice – A driver or Navigator who, at the time of registration, has entered no more than 5 Road Rallies of any category other than 12 cars.

The organisers reserve the right to amalgamate classes should fewer than three entries be received for any one class.

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 R15, 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 (R7.2.3 & R18.6.4)** 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. 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 on publication of these SRs and will only be accepted if submitted on either the on-line (chelmsfordmc.co.uk) or paper entry form; the entry fee will be **£220**. Payment can be made using Paypal or with a cheque. **Payment can be spread by sending two cheques – one for £120 (plus insurance – see SR21) dated 14th October and one for £100 dated 1st November.**

The closing date for entries is 14th October. 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 75. The minimum is 40; **should this figure not be reached by the 14th October the event will be cancelled.** The first 30 entries will be reserved for Championship contenders until 1st October 2010, the rest will be allocated at the organisers' discretion. Team entries comprising three cars may be made. Team entries may be made up to 11:00 on 30th October. The entry fee for each team is £5. Crews may be a member of more than one team.

Entries cancelled after the closing 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 to cover administrative costs.

12 Route

The total length of the route will be approximately 280 miles. It will comprise primarily of surfaced roads with some sections of smooth airfield and forest tracks.

The Day Leg will be about 180 miles with fuel available en-route and at the end of the leg. There will be up to thirty miles of mixed-surface special tests on the day route.

The Night Leg will be about 100 miles consisting of up to twenty-five miles of smooth forest selectifs and a few short and straightforward navigational sections on public coloured roads.

The entire route will be defined by Tulips for the road sections and detailed diagrams for the selectifs.

13 Route Instructions

A road-book containing tulips covering the road sections between 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. Additional tulip diagrams for the night navigational sections will be issued at the start of each section.

On the night route, General Regulation R9.1.3 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 (R9.1.4)

The route covers OS 1:50000 (Landranger) Second Series maps numbers: 156 & 169 – these maps will NOT be required as (licensed) colour copies of relevant sections will be provided.

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 (R10):

- (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**, but timing is strictly on presentation of timecard.

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 Tests. 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. 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, missing or driving through a pair of lettered gates from the wrong direction)	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 use the following 30mph road section types: Standard, Neutral and Transport and Special Tests (Selectifs) timed at 40mph or less. There will be no lateness penalties at Time Controls at the end of Transport or Neutral Sections except for Maximum Permitted Lateness.

There will be a few short sections on coloured roads (no whites) defined by tulip diagrams. These sections will be in the early evening (8pm to 10pm) and therefore will not be tightly timed; the onus will be on accurate navigation to visit all the passage checks in order.

Timing is 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 – R12.7. 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 R13 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 (TC) on the Night Leg, per minute.	20 marks
K	Breach of a statutory requirement concerning the driving of a motor vehicle	1800 marks
L	Contravention of R12.7 - 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 Day Leg will be published by, or as soon as possible after, 18:00. Provisional results for the rally will be published by, or as soon as possible after, 23:00; 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 and appeals must comply strictly with C5-7.

Final results will be made available at chelmsfordmc.co.uk and will be sent on request to the 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 Trophy 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 REIS (formerly 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 £30, 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 R5.1.2.
2. The driver is acceptable to REIS 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 fewer than 6 points on their licence

Has had no more than one fault claim in the last three 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 – REIS 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 Competitor or Official vehicles must urgently be notified to Richard Egger Insurance on 0115 985 0165 in the first instance. The claimant must provide their contact details and a description of the incident which will then be passed to the Chaucer Insurance claims team who will then contact the claimant directly. REIS must be informed even if a claim is likely to be made against a third party.

22 Assistance

No 'servicing' / organised assistance will be allowed. Pre-arranged servicing, support, tyre dumps or "chase cars" are all expressly prohibited. 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 and / or the supper halt. The penalty for breach of this regulation is exclusion – R13 (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 G11.1 - 2 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 Ipswich (just north of the A14 / A12 junction at the special rate of **£55 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 note that all hotel bookings must be **BOOKED DIRECTLY**, the organisers cannot guarantee room availability. To book a room please phone Kim on 01473 786741 quote CMC

25. Chelmsford Motor Club

Chelmsford Motor Club was established in 1955 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 West Raynham, Sculthorpe, Bentwaters & 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 and in 2009 won the competition outright.

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 chelmsfordmc.co.uk

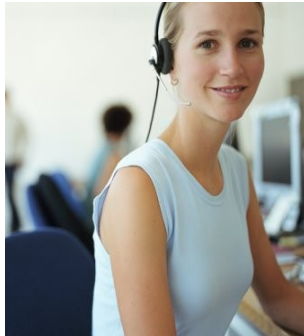
26 Marshals

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.**

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