

CHELMSFORD MOTOR CLUB

&

CENSUS

are proud to announce the

'BRITVIC'

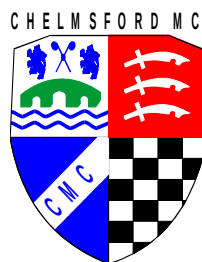
ENDURANCE ROAD RALLY

25/26 OCTOBER 2008

Supporting the

ESSEX AIR AMBULANCE

BRITVIC 
soft drinks



Introduction

It is with the greatest pleasure that the Chelmsford Motor Club and the Census Motor Club announces the re-birth of the famous 'Britvic rally', now as an Endurance Rally and the final round of this year's 'Rover Centre Endurance Championship'.

With an organising team which includes many current Endurance competitors, a highly competitive and 'no-nonsense' event is promised featuring excellent Selective sections and a night route in Suffolk and Essex which avoids the rough 'white' roads.

The entire route will be defined by an 'International Standard' Tulip-style road book and by marked portions of O.S. maps. In fact, it would be possible to complete the entire route without the need for any other maps at all, although competitors are advised to bring their own maps if only for their 'peace of mind'.

The old Britvic Rallies of the 60s and 70s were highly regarded and often over-subscribed. We aim to make our 'Endurance Britvic' an equally well-organised and well-regarded event.

The rally starts in Kings Lynn, Norfolk, on Saturday morning, with scrutineering available on Friday evening. The finish will be in the Bury St. Edmunds area.

This event will also raise money for charity, in this case the Essex Air Ambulance. We look forward to seeing you 'on the night'.

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 together with other 'Goodies'.

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 August and 17th October.

Britvic

The support and sponsorship of Britvic is appreciated by us all and it is great to be able, once again, to link this company's name to such a prestige event.

To see for yourselves the products and other information about Britvic please take a look at their website which is at: www.britvic.co.uk

1 Announcement

CENSUS & Chelmsford Motor Clubs will promote a National B Endurance Road Rally on the 25/26th October 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, Firestone F580C reinforced version, Colway Road Plus or Sportway R1+. Please also see Para 22, below, regarding the transportation of additional spare wheels/tyres by the organisers.

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 : To be announced

Championship Permit Number: 5/2008

3 Programme

The Provisional Programme (subject to alteration) will be:

Friday 24th October

19:30 – 21:00 Scrutineering and signing on at the Ramada Hotel Kings Lynn

Saturday 25th October

07:00 – 08:30 Scrutineering and signing on at the Ramada Hotel Kings Lynn

08-45 Start of Day Route- approximately 100 miles with special tests (selectifs) at RAF Sculthorpe and other venues in Norfolk separated by un-timed road sections.

20:00 Supper halt in the Bury St. Edmunds area
(included in the entry fee)

22:30 Start of the night leg. Approximately 110 miles of lanes, tracks and special tests in Suffolk and Essex plus around 30 miles of transport sections. Fuel will be available after approximately 80 miles

04-00 First car completes the night leg – returning to Ramada Hotel Bury St Edmunds.

Sunday 26th October

05:30 Provisional results published.

06:00 Prize Giving Breakfast

4 Officials

| | |
|---|--|
| <i>Clerk of the Course</i> | Owen Turner |
| <i>Secretary of the Meeting</i> | Peter Valentine Email: peterv Valentine@ukonline.co.uk |
| <i>Deputy CoCs</i> | Bob Blows Email: bob.blows@hymans.co.uk |
| | <i>and</i> Paul Barrett Email: paulbarrett@chelmsfordmc.co.uk |
| <i>Night Route Co-ordinator</i> | Bob Blows |
| <i>Entries Secretary</i> | Fiona Duncan, 6 Mardale Avenue, Dunstable, Beds., LU6 3PA |
| <i>Results & Chief Timekeeper</i> | Tony Michael The Finch, Main Road, Boreham, Essex, CM3 3JF Tel: 01245 466994 Email: arm@chelmsfordmc.co.uk |
| <i>Chief Marshal</i> | Lynton Washer Email: Lyntonwasher@yahoo.co.uk Tel: 01444 417596 / 07976 159583 |
| <i>Deputy Chief Marshal</i> | Graham Prevett Tel: 07973 719948 |
| <i>Chief Scrutineer</i> | Rob Dominy (Nat B) Tel: 01328 856932 |
| <i>PR Officer</i> | Gordon Milbank Tel: 07827 850777 |
| <i>Stewards</i> | Steve Cole and Sue Speller |
| <i>Competitor Liaison Officer</i> | t.b.a. |
| <i>Sponsor's Representative</i> | Rob Richards |
| <i>Photographer</i> | 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), ASEMC (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.

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, Firestone F580C reinforced version, Colway Road Plus or Sportway R1+ .

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)

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 9th August 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 which includes a £20 donation to the Essex Air Ambulance charity 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 19th October. The closing date for entries is 17th 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 50. The minimum is 25. The first 20 entries will be reserved for Championship contenders until 1st October 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 08:00 on 25th October. 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 17th October 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 miles.

The Saturday Leg will be about 100 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 110 miles of lanes and special tests in Suffolk and Essex plus 30 miles of transport sections. Fuel will be available during this leg after no more than 80 miles.

13 Route Instructions

A 'Tulip Style' road-book containing details of all Time Controls, Test Venues, Test Diagrams, Petrol Halts, Rest Halts and Give Way junctions for the day route will be given to competitors when they start. The exceptions to this are the Sculthorpe Selecifs, for which a separate instruction book will be issued at Sculthorpe. A 'Tulip Style' road-book for the night route will be issued at the Supper Stop. For certain night sections fully marked colour copies of O.S. maps will be issued during the night. The marked maps issued during the night route will include all black spots, quiet zones, time controls, passage controls, route checks, give way junctions and all other information to complete those sections. A list of black spots will be issued to competitors at signing on.

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)

Although it is possible to complete the rally without any maps, other than those issued by the organisers, competitors are advised that the route is contained on OS 1:50000 (Landranger) Second Series maps numbers: 132, 144, 155 and 168. You are advised to bring these.

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 sections.

- (iii) **Passage Checks (PC)** at defined points during the night leg where marshals must sign competitors' Road Books
- (iv) **Route Checks (RC)** at defined 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 not enter the control before due time, the time given to a competitor will be the time he/she passes the control board.

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 40 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. 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 at 1 mark/sec |
| b | Taking longer than the Bogey Time but less than the Maximum Time | Assigned actual time taken at 1 mark/sec |
| c | Taking longer than the Maximum Time | Assigned Maximum Time in secs at 1 mark/sec |
| d | Striking a cone or marker | 5 marks per occasion added |
| e | Crossing a baulk line | 5 marks per occasion added |
| f | Failing to cross a line with all four wheels | 5 marks per occasion added |
| g | Failing to stop astride a line, including finish line, correctly | 5 marks 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 in seconds at 1 mark/sec |
| l | Not attempting a test. | Assigned Maximum Time in seconds at 1 mark/sec |
| 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 or less.

A scrutineering check for both environmental and roadworthiness will be carried out before the start of the night leg.

The route will use the following section types: Standard, 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.

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 of 4 miles or greater - H82. The amount of time that may be made up will be clearly shown on the timecard. Competitors taking less time will be penalised 600 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 600 marks.

Competitors missing one or more time controls may book in without further penalty at the next TC visited at their scheduled time. They may alternatively carry forward all or part of their 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 100 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. | 600 marks |
| C | Not complying with other requirements of the Time Cards, Route Cards and other written instructions including visiting a control more than once. | 300 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. | 100 marks |
| E | Booking in at a Main Time Control or a Standard Time Control before Schedule Time, per minute. | 40 marks |
| F | Late booking in at any Start Control of each leg (MTC), per minute. | 0 marks |
| | Late booking in at a Standard Time Control 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 H82 - 3/4 rule, first offence | 600 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 prior to the start of the night route. Provisional results for the rally will be published as soon as possible after, the finish of the last car. 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 Competitor Liaison Officer as soon as possible after the 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 the email or postal address supplied on the entry form.

20 Awards

Awards will be given as follows:

Overall Winning Crew 2 Trophies + 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.

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

Other high-quality trophies and awards kindly provided by Britvic will also be given.

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 fewer than 9 points on their licence

Has had fewer than 3 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

There will be an 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)

However, as more than 6 tyres may be needed during the event, arrangements have been made for a van/truck to transport up to 4 wheels and tyres per competitor from the start to Sculthorpe and from Sculthorpe to the supper stop and thence to the finish. Extra time to allow for wheel changing at Sculthorpe will be allowed.

23 AEMC Observer

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 with Ramada Hotels for the Friday at the Ramada Kings Lynn Hotel, Tel: 01553 771 707 MR: 132/631180

Competitors must make their own arrangements for the hotel and are liable for all expenses incurred.

A special rate of £70 per crew per night (based on two sharing a twin or double room) for Bed and Breakfast has been negotiated. Saturday evening dinner and Sunday breakfast are included in the entry fee.

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 'Britvic 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 -- *delete as applicable*

Please return to : lyntonwasher@yahoo.co.uk or

Call Lynton on 01444 417596 / 07976 159583