

Introduction

Chelmsford Motor Club has been running gymkhanas successfully for nine years. The original Javalin's Jumbo Jymkhana was based at West Raynham in Norfolk and, being the only gymkhana of the year, was always oversubscribed. West Raynham is now being developed and is no longer available, so after a couple of years at Sculthorpe we have for the last few years been running gymkhanas in Suffolk.

In 2010 the three events based at Honington and Woodbridge have all proved popular and had good, but not oversubscribed, entries. In 2011 we have decided to reflect the wishes of the competitors and have more events at a wider variety of venues whilst fitting schedule around the club's National B events. Dates, venues and organising teams are still being finalised at time of writing (early January) but the proposed event dates, with the first event in progress are:

Sunday 20th March 2011 Motex Gymkhana at Woodbridge

Sunday 15th May 2011

Sunday 16th October 2011

Sunday 13th November 2011

Further amendments to these regulations will be published during the year once venues become finalised. Potential venues include Bentwaters, Alconbury, Debden and Woodbridge.

A gymkhana is a clubmans event – meaning no competition licence is needed, just a club card. The events run on a certificate of exemption from the requirements of the blue book and are defined simply as events held on private land where there is an equal balance of driving and skill tests, timed to an accuracy of within five seconds.

Chelmsford Motor Club gymkhanas are 'fun' events but have a very competitive side as well. They are split between low-speed driving tests – essentially scaled down versions of the tests run on historic and endurance rallies – balanced by the need for accurate navigation and tests of skill and knowledge such as the famous 'cup of water test' and the ever popular Highway Code quiz. The overall results are calculated by summing penalties from each type of test, meaning that it is not always the driver with the longest handbrake lever or the most power who wins the event.

Each event has different venue, character and organising team and will contribute the 2011 gymkhana drivers' championship and the annual Clubmans Championship – this championship encourages members to compete in as many disciplines a possible and is always hotly contested.

Technical regulations are always complex and section 7 of these regulations deals in detail with requirements but the following summarises the cars allowed to compete:

Gymkhanas are open only to standard [factory specification] and road-rally legal cars. Petrol-engined turbo cars are not permitted, although turbo-diesels and four-wheel drives are. Tyres must be road legal and not competition or moulded slicks or knobblies. Body kits, sign-writing and go-faster stripes are not permitted.

We would encourage crews to try to marshal on at least one event each year, and would ask that competitors hoping to enter larger events such as the TRS Brands Hatch Stages, Lumenition East Anglian Classic, Hutton Kitchens Woodbridge Stages and the two Endurance Road Rallies show their support for the club by making the effort to come out and marshal on a gymkhana. In 2011 there will once again be a club marshalling championship and each event will have a prize draw of £100.

The organising teams look forward to seeing you in 2011!

Event Regulations

1. Status

- 1.1 The Motor Sport Club of Chelmsford Ltd will organise four Clubmans status Gymkhanas in 2011.

Sunday 20th March 2011 at MoD Woodbridge Airfield, Near Ipswich, Suffolk. [Map 169 / 322478]

Sunday 15th May 2011 - venue TBA

Sunday 16th October 2011 – venue TBA

Sunday 13th November 2011 – venue TBA

2. Jurisdiction

- 2.1 The events will be held under the General Regulations of the Motor Sports Association Ltd., incorporating the provisions of the International Sporting Code of the FIA, these Supplementary Regulations and any other written instructions the organising Club may issue for the event.

3. Authorisation

- 3.1 RACMSA Certificate of Exemptions will be issued and numbers will be notified in event Bulletins or Final Instructions. Although gymkhanas are exempt from the requirements of blue book we have included references to the blue book in these regulations to provide a framework which ensures they have a consistent and appropriate definition.

4. Eligibility

- 4.1 The events are open to all fully elected members of:

- a) The Organising Club
- b) Wessex Motor Club
- c) Kings Lynn and District Motor Club
- d) Sporting Car Club of Norfolk
- e) CSMA
- f) Eastern Counties Motor Club
- g) Wickford Auto Club
- h) Oxford Motor Club
- i) Cambridge Car Club
- j) Weald Motor Club

Competition membership of Chelmsford Motor Club is available for £1 for the day to members on non-invited MSA affiliated clubs. This can only be utilised on one CMC event per calendar year.

- 4.2 All competitors must produce a valid Club membership card, which will be inspected at signing on.
- 4.3 Drivers must hold a full valid Road Traffic Act driving licence for a car. Navigators must have attained the age of 12 years.
- 4.4 Drivers may only drive one vehicle. Navigators may navigate twice subject to not impacting on the event schedule.
- 4.5 For the purposes of seeding the entry list, the owner of the vehicle entered will be deemed to be 'first' driver and will always have the higher seeding. However, where the owner is not the more experienced driver on competitive events the more experienced driver will be deemed to be the first driver. In the event of a query or dispute the Clerk of the Course's decision is final.

5. Programme – Subject to alteration in the bulletins and final instructions of each event:

5.1 Location

The events will take place totally off public roads within the confines of private & MoD airfields
Please note - Petrol is not available at the venues.

Access

Access to the venues is available from 07.00 onwards, and will only be allowed by presentation of an Entry Pass. This will be sent with any final instructions. No access to the venues will be allowed after 9am.

5.2 Noise Check

Noise check will open at 07.15. Vehicles failing the noise check will not be allowed to start.

5.3 Scrutineering

Follow the arrows on arrival at the venue to the Paddock parking area. Please park as directed and report to signing-on. Noise check, scrutineering and signing on will be within the Paddock area. Any competitor not signed on by 9am will not be allowed to start.

Documentation

Final instructions, venue map and process sheet and any other documentation relevant to the final instructions will be either published in the secure area of the Chelmsford Motor Club web site or sent by e-mail one week before the date of the event.

On the day of the events, following scrutineering and signing on, competitors will be supplied with all necessary instructions, diagrams, maps and time cards to allow them to complete all tests within the overall event timetable.

5.4 Briefing

There will be a compulsory crew briefing at 08.45 adjacent to the signing on area.

5.5 Convoy Runs

There will be ONE convoy run around all tests starting at 09.00.

5.6 Format & Timing

Each event will start at 10.00am with competitors starting tests at one-minute intervals. There will be a lunch break of around an hour and the events will finish with an awards presentation at around 4pm.

Notices

Before, during and after the event, official notices will be displayed on the official notice board in the Start / paddock area. Competitors may have to sign for notices on the official notice board.

5.7 Toilets

Toilet facilities will be provided.

5.8 Refreshments

Local catering companies will be engaged for each event and will provide hot drinks and snacks from 8am onwards. Marshals will be provided with a voucher for one hot drink and snack free of charge, as without them the event would not run.

5.9 Photographer

Andrew Manston of M and H Photography will be the official photographer for each event and a complimentary commemorative photograph of each competitor will be provided.

5.10 Prohibited Equipment

Video equipment may not be used in competing cars.

Competitors may not wear crash helmets of any type.

The use of intercoms for competitors other than those with medical dispensation is not allowed.

Penalty for breaching these restrictions is exclusion from this event and future CMC events.

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6. Officials

6.1 The Officials of the events are as follows;

Motex Gymkhana at Honington Airfield:

Clerk of the Course	- Jim Bowie	Tel: 07799 535190 E-mail jim@ibgrp.co.uk
Assistant Clerk of the Course	- Ben Scott	Tel: 07743 520890 E-mail: ben@benscott.me.uk
Secretary	- Gary Nicholls	84 Totnes Walk, Chelmsford, CM1 5LU Tel: 07895 040441 E-mail garynicholls@gmail.com
Chief Marshal	- Karen Cook	Tel: 07834 373045 E-mail: chiefmarshal@chelmsfordmc.co.uk
Entries Secretary Chief Timekeeper	- Tony Michael	The Finch, Main Road, Boreham, Chelmsford, CM3 3JF, Tel: 07747 398726 E-mail arm@chelmsfordmc.co.uk
Event Safety Officer, Scrutineer and Environmental Officer	- Dave Judd	dave.judd@blueyonder.co.uk

Club web site - for online entries, bulletins, final instructions and results www.chelmsfordmc.co.uk

Organising teams for future events are to be finalised.

7. Eligible Cars and Classes

- 7.1.1. The event is open to all cars (except petrol-turbos) compliant with MSA Year Book 2011 J5 and the definition of Standard and Road rally Cars below.
- 7.1.2. All cars must pass the noise test maximum 86dB(A) at 2m as per R4.1 at 2/3 revs.
- 7.1.3. Cars do not need to be taxed for public road use but must have a current MoT (if required by law).
- 7.1.4. Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer. Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape. Bumpers must be fitted. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible (R 18.1.2) No sign-writing, door squares or stickers (other than those supplied by the organisers or promoting an MSA affiliated club) may be affixed.
- 7.1.5. Tyres with sidewalls marking removed will be prohibited unless correctly marked 'Retread' or 'Remould'. All tyres must carry an EEC 30 'E' mark. This includes VR and ZR tyres and must not be marked for 'Competition Use' and may not be moulded slicks of any type. Tyres must be road legal at scrutineering, have wear bars moulded into the tread and MUST show a minimum of 1.6mm tread pattern depth across a minimum of $\frac{3}{4}$ of the width of the tyre at the start of the event. Wear bars are set at six positions around the circumference of the tyre and extend across the whole width. **Racing tyres, moulded slicks and knobblies are not permitted – tyres should be 'ordinary' and road-legal.**
- 7.1.7 Historic Standard and Road Rally cars pre 1982 are eligible for a separate class as defined in R19.

Kit cars must be based on road car mechanicals, meet the Road Rally rules below and will be accepted at the organisers' discretion.

7.2 **Standard Production Car**

- 7.2.1 Original seats must be retained. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. The trim will include headlining, inside door panels, carpets and rear seats. Roll cages, full harness seat belts and sump / tank guards may not be fitted – any such modifications will put the car into the Road Rally Class.
- 7.2.2 The engine specification must be as originally fitted by the manufacturer and may not be modified. Forced Induction is not permitted on petrol-engined cars.
- 7.2.3 The exhaust system must retain the original exhaust manifold. Where originally fitted with a catalytic converter the standard part must be retained.
- 7.2.4 The transmission must be as originally fitted to the model of vehicle. Any changes to the gearbox or final drive are prohibited.
- 7.2.5 The original braking design must be retained although brake fluid, pads and linings are free.
- 7.2.6 The suspension type and mountings must retain the same as that fitted by the manufacturer.

7.3 **Road Rally Class including all Endurance Road Rally & Kit Cars (See MSA Yearbook 2011 Section R18 for latest definitions)**

- 7.3.1 Front seats may be improved or replaced. If equipped with a non-standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-inflammable material preventing the passage of fluid or flame. Full harness seatbelts may be fitted and guards may be fitted beneath the vehicle to provide protection from damage. The requirement in R18.1.6 for interior trim to be fitted is waived.
- 7.3.2 Vehicle engines must have (R18.2):
 - (a) Maximum of 4 cylinders
 - (b) Two carburettor chokes (two single or one double)
 - (c) One camshaft per bank cylinders
 - (d) Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.
 - (e) Forced induction is not permitted.
 - (f) Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the plenum chamber and throttle body is retained for that engine type. (R18.3.1)
- 7.3.4 Engine may be modified within above constraints although air filters are free.
- 7.3.5 Transmission, braking systems and suspension are free.

8. **Scrutineering**

- 7.1 All vehicles will be scrutineered for safety purposes. Cars will be allowed to start subject to compliance with road rally noise regulations, 98dB(A) at 0.5m or 86dB(A) at 2m as per J Appendix 1
- 8.2 Vehicles that are three years old or more will require a current MoT certificate to be produced.
- 8.3 For proof of ownership and legal notification of vehicle specification the V5 for the vehicle entered must be produced.

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9. Classes

9.1 There will be the following classes although these may be merged dependent upon entries received.

- A1 Standard Cars - 1400cc or less
- A2 Road Rally Cars - 1400cc or less

- B1 Standard Cars - 1400cc to 2000cc
- B2 Road Rally Cars - 1400cc to 2000cc

- C1 Standard Cars – over 2000cc
- C2 Road Rally Cars – over 2000cc

- H Historic Standard and Road Rally Car

9.3 Competitors can only enter one class. The Organisers reserve the right to alter classes if they think that is appropriate.

10. Identification

10.1 Competitors will be identified by numbers supplied by the organisers; these must be displayed on the nearside and offside of the vehicle. They must be removed upon leaving the event venue. It is the responsibility of competitors to ensure that car numbers are visible throughout the event.

11. Entries

11.1 Entries will only be accepted via the Chelmsford Motor Club web site completing the official entry form with full payment by PayPal. Competitors who do not have access to the Internet or would prefer to using conventional methods should complete the official entry form and send with full payment, either by cheque if posted or cash/cheque if hand delivered to the Entries Secretary. E-mailed or telephone entries will not be accepted. The maximum number of entries is 75. All entries and their current status will be shown on the website - www.chelmsfordmc.co.uk

12. Entry List

12.1 The entry lists will open on the club website approximately 8 weeks and close one week prior to each event. The entry fee is £40 for single entry and £80 for double drive entries. Late entries may be accepted at the organisers' discretion. Payment will be processed or cheques will be banked upon receipt. The seeded entry list will be published one week before each event. Withdrawn entries notified by this date will receive a full refund; those withdrawn after this date will be refunded in full or part at the organisers' discretion.

12.2 Final instructions will confirm starting times etc and will only be sent by e-mail to the e-mail address specified on the entry form. It is our intention to keep this event relatively paperless and so where possible all documentation will be electronic.

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13. Awards

13.1	First Overall	Driver and Navigator
	First in Class	Driver and Navigator
	Second in Class	Driver and Navigator (subject to 4 entries)
	Third in Class	Driver and Navigator (subject to 6 entries)
	Best Crew	Driver and Navigator

13.2 A driver and navigator may only win one award other than Best Crew.

13.3 In the event of a tie, the competitor with the best performance on the skills tests will be judged the winner.

14. Results

14.1 Provisional results will be published during the day and finalised prior to the awards presentations. Protests are not permitted on certificate of exemption events. Final results will be provided to the Competition Secretary within 7 days and published on Chelmsford Motor Club web site.

15. Event Test Definition

15.1 All of the tests, be they skill, accuracy or timed will be defined by either diagrams with the route clearly marked, written instructions or in the form of clues.

15.2 Tests should be completed in car number order.

16. Boards

16.1 Code boards consisting of two letters on a white background may be placed on some tests to ensure that the correct test has been completed. Penalties will be awarded for failing to record code boards as defined in the road - book.

17. Penalties

17.1	Time to complete a test	Actual time
	Failing to start/complete a test	Slowest recorded time for test plus 10 seconds
	Failing to complete a test in the correct Sequence as per the route instructions	Slowest recorded time for test plus 10 seconds
	Striking a cone or marker	10 seconds per cone/marker
	Failing to stop astride finish line	10 seconds per occasion
	Failing to cross a line with all 4 wheels	10 seconds per occasion
	Driving in a manner dangerous or likely to give rise to complaint.	Exclusion
	Skill Test penalties	As defined in the event final instructions / road-book / other written instructions.

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18. Timing

- 18.1 Timing will be completed using digital 'Liege' style clocks. Competitors will know their start time and the time allowed for each section will be specified in the time card/road book.
- 18.2 Timing will be to an accuracy of within 5 seconds.

19. Driving Standards

- 19.1 Driving standards will be monitored carefully. All signed on marshals, named officials or the Driving Standards Observer have the power to exclude any competitor for dangerous or inconsiderate driving. Please be sensible, this is a fun event.

20. Motor Insurance Scheme

- 20.1 As the event is not on the public roads competitors do not need to provide proof of insurance cover for this event.

21. Buildings

- 21.1 All buildings are out of bounds and anyone found inside a building or trying to gain access will be excluded. It is essential that all competitors comply with this, as it is a strict requirement for having use of the venues.