

Introduction

Welcome to the 8th running of the “**Javalin's Jumbo Jymkhana**”.

As in previous years, our intention is to maintain a wide variety of 'skill and driving tests' and in so doing retain the true spirit of a Gymkhana. The mix of tests will once again include skill accuracy, unlike last year we will not be providing you with examples of the sort of skills test as too many of you practised before hand! This said, skill tests will not be too time consuming as they disrupt the timing of the entire event if we end up with entrants waiting too long to start a skill test.

Entries will only be accepted with full payment on a strictly first come first served basis so if you do not want to be disappointed get your entry in early with payment which will be banked. E-mailed or telephone entries will not be accepted. The event will also be run in two halves so that we can maximise use of marshals and more importantly give the marshals a proper break.

For those who have not experienced the Jymkhana before, the surface can be quite hard on tyre wear but we do try and minimise this in the design of the driving tests. We wish to encourage a wide and varied range of entrants with competitive motor sport experience from the seasoned campaigner to the newcomer.

Crews must consist of a driver and one navigator only. As there is an important role for the navigator, we would be pleased to see double drives, where driver/navigator change role. This should spice up a bit of inter-crew competition. As in previous years we will be having a separate award for the best crew, both drivers and navigators points added together.

This event is kindly sponsored by **Javalin Network Services** whose contribution, despite a four fold increase in venue hire to that of the original JJJ has none the less been instrumental in keeping entry fees to the minimum. In keeping with our initiative we once again included a free photograph courtesy of **M and H Photography** for each entry.

As is always the case, this event will not run without the main players in all events, MARSHALS. Essential for the safe and smooth running of any event as well as being provided with a free meal voucher, each marshal will also be entered into our cash prize draw of £50 for first and five £10 prizes. If you can help by marshalling on the day please contact the Chief Marshal, Carl Brown.

We hope you enjoy this event.

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Introduction

1. Status

- 1.1 The Motor Sport Club of Chelmsford Ltd will organise a Clubsport status Gymkhana on Sunday 1st November 2009 at Woodbridge Airfield, Near Ipswich, Suffolk. [Map 169 / 322478]

2. Jurisdiction

- 2.1 The event 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 Exemption 54536 has been issued.

4. Eligibility

- 4.1 The event is open to all fully elected members of:

- a) The Organising Club
- b) West Suffolk Motor Club
- c) Kings Lynn and District Motor Club
- d) Sporting Car Club of Norfolk
- e) Cambridge Car Club
- f) Eastern Counties Motor Club
- g) Wickford Auto 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 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 Road Traffic Act driving license 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 main or more experienced driver on competitive events and the main or more experienced driver is a member of the entered crew, the main or 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

5.1 Location

The event will take place totally off public roads within the confines of Woodbridge Airfield. [MR 169/322478]. **Please note - Petrol is not available at this venue.**

5.2 Access

Access to the venue is available from 7.30am onwards, and will only be allowed by presentation of an Entry Pass. This will be sent with any final instructions. No access to the venue will be allowed after 9am.

5.3 Noise Check

Noise check will open at 7.30am. Vehicles failing the noise check will not be allowed to start.

5.4 **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.

5.5 **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 event, 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.

5.6 **Briefing**

There will be a compulsory crew briefing at 9.00am adjacent to the signing on area.

5.7 **Convoy Runs**

There will be ONE convoy run around all tests starting at 9.15am.

5.8 **Start Time**

The event will start at 10.00am with competitors starting tests at one-minute intervals. Please report to Test 1 at 10.00am in entry number order.

5.9 **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.

5.10 **Toilets**

Toilet facilities are provided.

5.11 **Refreshments**

We have been able to secure the services Monarch Catering will be able to 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.

5.12 **Photographer**

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

5.13 **Intercoms**

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

6. **Officials**

6.1 The Officials of the event are as follows;

Clerk of the Course	- Mark Barham	Tel: 07939 375771 [M] E-mail mark@jbarham.fsnet.co.uk
Event Secretary	- Paul Barrett	39 Constantine Road, Colchester, CO3 3DX Tel: 01206 572529 [H] Tel: 07771 976761 [M] E-mail paulbarrett@chelmsfordmc.co.uk
Chief Marshal	- Carl Brown	Brooklyn, Slough Road, Brantham, Manningtree CO11 1NS Tel: 01206 397434 [H] Tel: 07759 177322 E-mail carl.brooklyn@btinternet.com

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Entries Secretary	- Tony Michael	The Finch, Main Road, Boreham, Chelmsford, CM3 3JF, Tel: 01245 466994 E-mail arm@chelmsfordmc.co.uk
Chief Timekeeper	- Tony Michael	As Entries Secretary above
Event Safety Officer, Scrutineer and Environmental Officer	- Dave Judd	
Club web site		www.chelmsfordmc.co.uk

7. Eligible Cars and Classes

- 7.1.1. The event is open to all cars compliant with MSA Year Book 2009 C(b) 7-26 and the definition of Standard and Road rally Cars below.
- 7.1.2. All cars must pass the Road Rally noise test maximum 86dB(A) at 2m as per C.24 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 (H103) 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 and may 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.
- 7.1.7. Historic Standard and Road Rally cars pre 1982 are eligible for a separate class as defined in H117-H128.
- 7.1.8. Kit cars must be based on road car mechanicals, meet the Road Rally rules below and will be accepted at the organisers' discretion.
- 7.1.9. Sign writing or sponsors decals other than those supplied by the Event Sponsor will be not be allowed on any car and must be either removed or covered up. The reason for this is that this venue also hosts a stage rally and we do not want to give the wrong impression of status for this event. We hope anyone who has a car that meets these criteria and who wants to compete will support this by covering up sign writing or sponsors decals and we mean only as requested. If you have any doubt as to what is acceptable please contact the Clerk of the Course. For example a CMC Club badges or sun strips with the CMC Club name are allowed, as they are not sign writing nor are they sponsors decals.

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. Full harness seat belts and roll cages 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 2009 Section H 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. The requirement in H104 for interior trim to be fitted is waived.
- 7.3.2 Full harness seatbelts may be fitted and guards may be fitted beneath the vehicle to provide protection from damage. (H105)
- 7.3.3 Vehicle engines must have;
 - (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.
- 7.3.4 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. (H107)
- 7.3.5 Engine may be modified within above constraints although air filters are free.
- 7.3.6 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 C.24.
- 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.

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 first 60 entries will be accepted in order of receipt, the remaining entries being determined at the organisers' discretion. Priority will be given to those crews who have regularly marshalled or helped organise Chelmsford Motor Club events or otherwise supported club activities. The maximum number of entries is 70. All entries and their current status will be shown on the website - www.chelmsfordmc.co.uk

12. Entry List

- 12.1 The entry list opens on publication of these regulations. 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 on 24th October 2009. 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.

13. Awards

- | | | |
|------|-----------------|----------------------|
| 13.1 | First Overall | Driver and Navigator |
| | First in Class | Driver and Navigator |
| | Second in Class | Driver and Navigator |
| | 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.
- 13.4 1st, 2nd and 3rd teams. Teams consist of 3 cars. All entrants are offered free team entries and are encouraged to submit them before the event.

14. Results

- 14.1 Provisional results will be announced in accordance with A 61(c). Protests must be made in accordance with C(d) 45-56. 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 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 record a code board | 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 road-book. |

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 not 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 this venue.

22. Acknowledgements

Javalin Network Services Ltd,
M and H Photography,
MOD Woodbridge
Monarch Catering,
Motor Sports Association