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CHELMSFORD MOTOR CLUB

PROUDLY PRESENT THE

TRS BENTWATERS GYMKHANA

SUNDAY 25th JANUARY 2009

Introduction

Welcome to the TRS Bentwaters Gymkhana, the first such event of the year (will it snow?) and the club's first event at Bentwaters, near Woodbridge in Suffolk. The driving tests have been designed for use on the EACS Endurance on 28th March – there will be three test layouts complemented by a series of skill tests.

The general entry list will open on December 15th. 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. E-mailed or telephone entries will not be accepted.

The **vehicle eligibility** rules have been changed since last year's gymkhanas – only standard and road rally cars using road tyres are allowed (petrol turbos, 'specials', twin-carburetted, and cars with modified body-panels are not permitted). More detail is in section 7 of these regs.

Crews must consist of a driver and navigator. 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 ever we require a small army of **marshals** to ensure the safe and smooth running of the event. As well as being fed during the day and provided with a one-hour lunch break each marshal will be entered into a cash-prize draw - **£50 first prize and five £10 prizes.**

About the sponsor:

John Conboy, TRS Managing Director, is an active member of Chelmsford Motor Club – Chief Marshal on the Woodbridge Stages and navigator on Endurance Road Rallies. As well as providing financial support to this event TRS also generously loan the equipment van, without which the event couldn't happen.

TRS (Essex) Ltd are East Anglia's number one oil tank specialist. With 30 years experience in the oil industry and using OFTEC (Oil Firing Technical Association for the Petroleum Industry) registered engineers. TRS (Essex) Ltd is fully covered by public and employer's liability insurance and is licensed to take away and dispose of your old tanks.

A reputation for quality: TRS (Essex) Ltd supply and install for the majority of the main oil companies and also services the heating engineers and leading building merchants in East Anglia.

Oftec Awards For Excellence: Adam Conboy, another active CMC member, received the 2007 Regional Oil tank Installer of the Year.

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Introduction

1. Status

- 1.1 The Motor Sports Club of Chelmsford Ltd will organise a Clubsport status Gymkhana on Sunday 25th January 2009 at Bentwaters Parks, Suffolk

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 MSA Certificate of Exemption 49770 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 is available for £1 for the day to members of non-invited MSA affiliated clubs– this can only be utilised on one CMC event in the 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.
- 4.5 Navigators must have attained the age of 12 years.
- 4.6 Drivers may only drive one vehicle. Navigators may navigate twice, subject to not impacting on the event schedule.
- 4.7 The owner of the vehicle entered will be deemed to be 'first' driver. 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 Bentwaters Airfield (entrance via A1152 at 156 / 345 534.5 SSE. Petrol is not available at this venue but can be obtained at various locations along the A12 past Woodbridge.

5.2 Access

Access to the venue is available from 7.15am onwards, and will only be allowed by presentation of an Entry Pass. This will be sent with the 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**

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 09.00 adjacent to the signing on area.

5.7 **Convoy Runs**

There will be a convoy run around all tests starting at 09.15 with a second convoy run for second drivers.

5.8 **Start Time**

The event will start at 10.00am with cars starting in numerical order at minute intervals.

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. As the weather may be variable, please make use of these facilities. 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 **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 Tom Ward 07811 340532 tomgward@hotmail.com

Event Secretary Gary Nicholls 07718 897021

Entries Secretary Paul Barrett
39 Constantine Road, Colchester, Essex, CO3 3DX
01206 572529 paulbarrett@chelmsfordmc.co.uk

Chief Marshal Craig Marven - TRS@chelmsfordmc.co.uk

Chief Timekeeper & Results – Tony Michael

Event Safety Officer - Dave Judd

Scrutineer and Environmental Officer - Stan Thompson

Club web site <http://chelmsfordmc.co.uk>

7. Eligible Cars & Classes

7.1.1 Chelmsford Motor Club gymkhanas are open to all cars compliant with MSA Yearbook 2009 rules C(b) 7-26 and the definition of Standard & Road Rally Cars below.

7.1.2 All cars shall pass the Road Rally noise test maximum 86dBA @ 2 metres / 2/3 maximum revs (C(b) 23)

7.1.3 Cars do not need to be taxed for use on the public road but must have a current MOT (if required by law). The MOT & V5 will be inspected at scrutineering.

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 must be road-legal at scrutineering. The removal of sidewall markings is prohibited unless correctly marked 'Retread' or 'Remould'. All tyres must carry an EEC 30 'E' mark. This includes VR and ZR tyres. Tyres with markings that include the words 'Competition' and 'Racing' (or other forms of words implying that they can be used only for such purposes) or which are moulded slicks of any type are not permitted. Tyres 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.

7.1.6 Historic Standard and Road Rally cars pre-1982 are eligible for a separate class as defined in H117 – H128.

7.1.7 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. Harnesses, and roll cages may not be fitted – any such modifications will put the car into the Road Rally category below.

7.2.2 The engine specification as original 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 Car – including all Endurance Road Rally & Kit Cars – see MSA Yearbook 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 of 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. (H106)

- 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, subject to meeting the noise test.
- 7.3.6 Transmission, braking systems and suspension are free.

7.4 Vehicle Classes

A1 – Standard Cars less than 1400cc
A2 – Road Rally Cars less than 1400cc

B1 – Standard Cars 1401cc to 2000cc
B2 – Road Rally Cars 1401cc to 2000cc

C1 – Standard Cars over 2000CC
C2 – Road Rally Cars over 2000CC

H – Historic Standard & Road Rally Cars– see MSA Yearbook Section H117 – H128

8. Scrutineering

- 8.1 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. Identification

- 9.1 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.

10. Entries

- 10.1 Entries will 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

11. Entry List

- 11.1 The entry list opens on publication of these regulations. The entry fee is £35 for single entry and £70 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 18th January. 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.
- 11.2 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.

12. Awards

- 12.1 First Overall Driver and Navigator
First in Class Driver and Navigator
Best Crew Driver and Navigator
- 12.2 A driver and navigator may only win one award other than Best Crew.
- 12.3 In the event of a tie, the competitor with the best performance on the skill tests will be judged the winner.
- 12.4 1st, 2nd & 3rd Teams of three cars – all entrants are offered free team entries and are encouraged to submit them before the start of the event. Any crew not entering a team will be allocated a team at the organisers' discretion.

13. Results

- 13.1 Provisional results will be announced in accordance with A 61(c). Protests are not permitted. Final results will be provided to the Competition Secretary within 7 days and published on Chelmsford Motor Club web site.

14. Event Test Definition

- 14.1 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.
- 14.2 Tests should ideally be completed in car number order.

15. Boards

- 15.1 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.

16. Penalties

- | | | |
|------|--|--|
| 16.1 | Time to complete a test | Actual time/marks |
| | Failing to start/complete a test | Slowest recorded time for test plus 10 seconds |
| | Failing to record a code board | 20 seconds/marks |
| | 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/marks per cone/marker |
| | Failing to stop astride finish line | 10 seconds/marks per occasion |
| | Failing to cross a line with all 4 wheels | 10 seconds/marks per occasion |
| | Driving in a manner dangerous or likely to give rise to complaint. | Exclusion |
| | Skill Test penalties | As defined in the road-book. |

17. Timing

- 17.1.1 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.
- 17.2 Timing will be to an accuracy of within 5 seconds.

18. 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.

19. 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.

20 Buildings

- 20.1 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.

21. Acknowledgements

TRS (Essex) Ltd – John Conboy
Motor Sports Association

M and H Photography
Bentwater Parks Ltd

Monarch Catering