

CHELMSFORD MOTOR CLUB

The One and Only Complete Rally Services Challenge

24th September 2017

Sponsored by Complete Rally Services, Bury St Edmunds



In Aid of
East Anglian Air Ambulance



Have we got a treat for you!!

Ever wondered what East Anglia looks like in the daylight?

Well we've got 150 miles of it for you!

60 miles of the best tracks and stubble fields we can find all centred round a superb start, lunch and finish venue. We've included lunch and dinner in the entry fee giving all the ingredients for a cracking weekend.

The event is on Sunday 24th September, with scrutineering on Saturday 23rd giving the perfect opportunity for a few beers and a catch up with rivals past and present. There's a choice of accommodation to suit all budgets, so save the date and get ready with your entries.

We have three categories on offer to cater for different ages of car. Vintage cars will follow a slightly shorter route and classics and moderns the full. There will be overall awards for the three categories.

The route will be a mixture of sealed and non-sealed surfaces ranging from smooth to lumpy. The entire route has been driven in my standard Rover 200 with no guards, but I would advise underbody protection if you want to be truly competitive.

Entries open on 24th June with online entries at toao.co.uk

Owen
Complete Rally Services
17 Oaklands Park
Rougham Hill
Bury St Edmunds
Suffolk
IP332RW
07759705251

Supplementary Regulations

Welcome to the 2017 'One and Only' Complete Rally Services Challenge organised by Chelmsford Motor Club on Sunday 24th September 2017

An Entry Fee of £120 for 60 miles of top quality gravel tracks and stubble fields in the Thetford area. The Entry Fee includes lunch and an evening meal at the Finish.

The event is closed to club and will be run under a Clubman permit, which avoids the need for an MSA competition licence. Membership of Chelmsford Motor Club up to the end of the calendar year is included with entry.

Three categories of car are permitted:

Vintage

Classic and Historic

Modern

Only two-wheel drive cars will be permitted and tyre restrictions will apply (see SR 5).

The format of the event will be as follows:

Scrutineering, documentation and the Start will be at Lynford Hall Hotel, Mundford, Thetford, IP26 5HW.

The first car will leave at 08:31 a.m. with the first Special Test in the grounds of the hotel.

The morning leg (leg 1) will see competitors return to Lynford Hall Hotel for a buffet lunch, followed by the afternoon leg (leg 2) featuring similar Special Tests before competitors return to the Finish at Lynford Hall Hotel where an evening meal will be provided, allowing competitors to socialise while waiting for the results. Both lunch and dinner are included in the entry fee. Breakfast rolls with tea, coffee and orange juice or other soft drinks will be at your own expense.

We recommend for those travelling from further away to stay either at the hotel, which has a limited number of rooms, or in Thetford where there is a Premier Inn or in Barton Mills where there is a Travel lodge

The route will be defined by a tulip road book and/or marked maps and diagrams, for both the link sections and competitive sections. No maps are required to complete the route, but 1:50,000 OS map 144 can be carried if desired.

As with the other Chelmsford events, this targa rally will also be supporting the East Anglian Air Ambulance (EAAA) charity. 15 years of supporting this charity has proven to be very successful in securing landowner support for the Preston Rally, and the connection to the Preston is what has driven much of the organization and landowner connection for the CRS Challenge. We have allowed for £10 within each entry to go towards this charity. We also have a target of achieving a total of £25k for the EAAA charity by the 2018 Preston, so any additional contributions will be greatly appreciated. Additional donations to EAAA can be made via the entry form and cash collection buckets will be strategically placed at the start to encourage your additional support for such a critical charity in this rural area.

For the latest news visit our website toao.co.uk

We look forward to seeing you on the 24th September.

The Management.

Event Structure

Saturday 23 rd September	Noise and Scrutineering from 17:00 to 19:30 Documentation from 17:30 to 20:00
Sunday 24 th September	Noise and Scrutineering from 07:00 to 07:45 (ONLY by arrangement) Documentation from 07:00 to 08:00 Competitors briefing 08:00 First car departs 08:31 Leg 1: Special Tests on private land Lunch at Lynford Hall Hotel 13:00 Leg 2: Special Tests on private land Finish with Evening Meal at Lynford Hall Hotel from 17:00 Prize giving ASAP after the end of the event

1. Announcement

Chelmsford Motor Club will organise the One and Only Complete Rally Services Challenge.

A Clubman status Targa Rally held on Sunday 24th September 2017.

2. Jurisdiction

The rally will be held under the General Regulations of the Motor Sport Association (incorporating the provisions of the international Sporting Code of the F.I.A) and these Supplementary Regulations and any other instructions that the Organisers may issue.

3. Authorisation

M.S.A Permit Number	102495
D.o.E Authorisation	To be advised

4. Eligibility - Competitors

Only the nominated driver may drive the car on the event. Cars may not be entered twice. Competition licences are not required. All crew members who intend to drive must hold a valid driving licence, be over the age of 17 years, complete the indemnity and signing on procedures, and covered by valid insurance whilst driving on the event.

5. Eligibility - Cars

All cars built after 31st December 1946 must comply with the MSA Technical Regulations R18 (Road Rally) or R19 (Historic Road Rally) and must use road pattern tyres.

Tyres appearing on Tyre List 6, or tyres marked M&S, M+S or Mud and Snow on the sidewall, or any other gravel or knobby style tyres will not be allowed. If in doubt, please contact the Clerk of the Course before the event.

Waivers are available for Historic Road Rally cars (i.e. cars registered on or before 31st December 1985) in respect of number of cylinders, number of carburetor chokes, forced induction, or number of camshafts (see R19.5.1).

Waivers must be applied for from the Entries Secretary via email (or by selecting the box on the Entry Form) at least 3 weeks before the event (i.e. before 3rd September 2017).

Four-wheel drive cars will not be allowed in any class.

6. Scrutineering Requirements

At Scrutineering competitors will be required to present:

A current M.O.T certificate if required.

The registration document for the vehicle.

It is the competitor's responsibility to ensure the vehicle is Taxed.

An SOS/OK board, warning triangle and small spill kit (J5.20.13) must be carried. A first aid kit is recommended.

All cars must carry a ground sheet large enough to park their car on and this must be used whenever work is being carried out on the car.

Advertising is allowed up to a maximum size of one sheet of A4 on each side of the car.

7. Entries

Entries open with the publication of these regulations and close on Monday 18th September 2017.

(a) Fees and Method of Payment. The entry fee is £120.

Entry can be either printed or electronic:

1. Printed entry forms to be accompanied by a cheque payable to 'The Motorsport Club of Chelmsford Ltd' should be posted to the Entries Secretary, Tony Michael, The Finch, Main Road, Boreham, Chelmsford, CM3 3JF

2. Electronic entry (preferred) via the event webpage toao.co.uk and payment via a cheque (as above), PayPal or a bank transfer payment. You should allow the usual 4 working day period for the fee to be received.

Entries will only be accepted once payment is confirmed, and will be accepted in order of receipt of the payment.

Entries withdrawn in writing or email before the closing date for entries will be entitled to a complete refund.

Entries withdrawn after the closing date may be refunded at a rate at the organisers discretion.

The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of the rally being cancelled through lack of entries all money will be refunded. General regulation D29 refers.

The maximum entry is 120 cars and the minimum is 50.

We are expecting a significant number of entries and to ensure a reasonable distribution of car ages the initial maximum number of entries in each Category is as follows. For Category 1 and 2 -30 cars each, Category 3 – 60 cars. Reserve entries will be accepted, on the 1st September the limit on each category will be removed and reserve entries will be included. Priority in this circumstance will apply to Category 1 and Category 2.

The minimum entries per class are 5. The organisers reserve the right to amalgamate the classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if fewer than 50 cars are entered.

Meal Tickets for Lunch and the Evening Meal at Lynford Hall Hotel are included in the Entry Fee.

8. Classes

There will be 3 Categories and a number of classes within each category.

Vintage Category (for cars built before 1st January 1947)

V1 Experts

V2 Novices

Classic and Historic (for cars built after 31st December 1946 and registered before 1st January 1986)

C1 Experts in cars up to 1600cc

C2 Experts in cars 1600cc and over

C3 Novices in cars up to 1600cc

C4 Novices in cars 1600cc and over

Modern (cars registered after 31st December 1985)

M1 Experts in cars up to 1400cc

M2 Experts in cars 1400cc and over

M3 Novices in cars up to 1400cc

M4 Novices in cars 1400cc and over

The organisers reserve the right to amalgamate classes as necessary if the minimum numbers are not met.

Expert - A driver or navigator who, at the time of entry, has finished in the top 5 of any road rally, stage rally or Targa rally. Competitors who are experts in another relevant category of motor sport may be considered experts and should enter in this category if they so wish.

Novice - A driver or navigator who, at the time of entry, is not an expert. Please be honest as we don't want experienced crews in the same class as genuine novices.

9. Scrutineering and Noise Test

Scrutineering and Noise Test will take place on Saturday 23rd September from 17.00 to 19.30 and by arrangement only from 07.00 to 07.45 on Sunday 24th September. (full details in the Final Instructions).

10. Documentation

Documentation will take place at Lynford Hall Hotel Saturday on 23rd September from 17.30 to 20.00 and on Sunday 24th September from 07.00 to 08.00

Competitors must present their completed Noise and Scrutineering Process Card. Any crew who have not completed their documentation by 08.00 on 24th September will be deemed to be a non-starter and will forfeit their entry fee.

11. Start order

Competitors will be seeded in Category order, and within category based on the information provided on the Entry Form and at the organisers' subjective consideration.

12. Route

The entire route will take place on Landranger Map 144, but the road book will contain enough information to enable competitors to complete the route without the use of maps.

The Route will be approximately 150 miles in total. This includes approximately 60 miles of special tests and 90 miles of link sections.

13. Navigation

Navigation will be by the following methods:

Navigation for the transport sections is by maps and / or Tulip Road Book.

Navigation for the Special Tests will be by diagram. The special tests will start on a fresh page of the road book, with the special test number, name, and map reference for the special test start also included.

14. Car identification

The organisers will provide two self-adhesive numbered rally plate which must be attached to the front and rear of the car. In addition, self-adhesive high-visibility numbers will be provided for display on both rear side windows (or panel).

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event.

Please also try to keep number plates and lights clean whenever using the public road.

15. Awards

Awards are within each Category with an Overall winner (driver and navigator) and then class awards.

1st in class	An award to driver and navigator
2nd in class (subject to 5 starters)	An award to driver and navigator
3rd in class (subject to 15 starters)	An award to driver and navigator

16. Fuel

There is no specific fuel halt, timing is relaxed enough to fill up en route to / from the tests. Details of fuel stations on or near the route will be given in the road book.

17. Insurance

(a) Private Land

The standard MSA Third party insurance will cover those parts of the route that are on private land. Please note that under the event MSA permit and insurance there is an excess of £350 for any accidental damage caused to property on private land used on the event and the organisers reserve the right to recover an amount up to this limit from a competitor.

(b) Public Highway.

Vehicles must have insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover as an adjunct to an existing motor policy. The Event Organiser's RTA scheme is provided by JELF. The premium is £15.85 per car.

The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event before any loadings will be £15.85 All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than maximum of 6 conviction points on my UK driving licence
- I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- I have no other material facts to disclose
- Anyone aged less than 20 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.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership
Partnership House
Priory Park East
Kingston Upon Hull
HU4 7DY
Tel + 44 (0) 1482 213215
Fax + 44 (0) 1482 213216
Email info@jelfmotorsport.com

18. Officials

Clerk of the Course	Owen Turner	07759 705251 email owen@completerallyservices.co.uk
Deputy Clerk of the Course	Brian Jaggs	07977 051241 email brian.jaggs@blueyonder.co.uk
Secretary of the Meeting	Bob Blows	07712 526830 email blows.bob@googlemail.com
Entries Secretary	Tony Michael	07747 398726 email arm@chelmsfordmc.co.uk Address:- The Finch, Main Road, Boreham, Chelmsford, CM3 3JF
Chief Marshal	Jim Bowie	07799 535190 email jimbowie555@yahoo.com
Asst Chief Marshal	Emma Henchoz	day 01379 388400 night 07774 552820 email volvo@amazoncars.co.uk
Organisation & Setup	Geoff Lobb	07768 165814 email geofflobb@yahoo.co.uk
Results and Chief Timekeeper	Tony Michael	
Competitor Liaison Officer	Chris Holiday	
Chief Scrutineer	Rob Dominy	
Steward	Tony Burchnall	

19. Judges of Fact

All officials and signed on marshals (except the Steward) are judges of fact.

The judges of fact will adjudicate on competitor's observance of route information, black spots, give way junctions, driving standards, noise, and illegal servicing.

All marshals who have signed on are deemed to be judges of fact for any regulation relevant to the control point and manoeuvres on the Special Tests at which they are officiating.

20. Timing

Scheduled Timing will be used.

Competitors will start at one minute intervals except on some Special Tests. Timing will be by clocks set to British Summer Time.

The official rally clock will be on display at documentation and at the Start.

Times will be recorded on time cards carried by competitors; these will be issued at documentation.

The route will contain 2 types of sections:

- Transport (link) Sections (Non-competitive road sections)
- Special Tests (on private land)

At all Time Controls, marshals will record the time shown on the control clock on the competitor's time card in the appropriate place. Any alteration on the time card will only be accepted if it is countersigned by the marshal. It is the competitor's responsibility to ensure that the time card is correctly entered by the marshal.

Special Tests:

These will be on private land at a maximum average speed of 30 m.p.h. This average speed will be used to set the minimum time for each test. Special Tests will be indicated on the time card. Each special test will have start and finish controls; code boards (route checks) and passage controls; for safety reasons, merges will have passage controls on both approaches and employ the 'stop and go' system

Competitors will be required to negotiate in a forward direction a series of cones and chicanes during the special test. Competitors are required to stop astride the line at the finish and then immediately go forward to the finish marshal. Some tests may be started at 30 second intervals

21. Controls and checks

Control penalties as per section 22.

All controls and checks must be visited in the order specified by the Time Cards.

All controls will open 20 minutes before the due time of car number 0 and close 30 minutes after the last car (OTL) is due plus any delay allowance.

Main Time Controls (MTC)

These will be at the start of each leg and the finish of leg 2.

No penalties will apply for late arrival at a Main Time Control except OTL.

Time Control (TC)

Manned controls where competitors must stop to have their time recorded. You may not enter the control area until the minute of your due time. If you do so, you will be penalised for early arrival.

Passage Control (PC) or Route Check (RC).

Not timed. Proof of visiting will either be by crew receiving a signature or stamp on their time card (PC) or if unmanned (RC) by recording the code board in ink on the time card.

Driving Standards Check (DSC)

Not timed. Established to observe driving standards.

Special Test Start (TS)

You must enter the control area during the minute or half minute proceeding your start time. If competitors are delayed at a Test if there are more than 4 cars waiting claim a delay allowance from the marshal. This

must be done immediately on arrival; the marshal will not give a time that is before that shown on their clock when the competitor arrives at the marshal. It is the competitor's responsibility to make the claim for a delay allowance.

No early or lateness penalty at Special Test Start.

Special Test Finish (TF)

Timed sections to the second you will be timed when you stop. STOP ASTRIDE THE LINE. If you overshoot the line you will be penalised 20 seconds. You must NOT reverse. If you reverse the penalty as per 22 cc will be applied.

22. Penalties

Penalties will be as printed in the MSA Blue Book R Chart i3, except as amended below.

a) Not reporting or reporting OTL at a main time control	Exclusion.
b) Not reporting or reporting OTL at any other time control	30 Minutes
c) Not complying with the route card including visiting a time control (TC) more than once and including wrong approach or departure from a time control.	10 Minutes
d) Not reporting at a passage control (or code board) or providing proof of visiting a passage control (or code board)	1 Minute
e) Arriving before due time at a Time Control	2 minutes per minute
f) Arriving after due time at a Time Control	1 minute per minute
g) to t) as written	
u) Not starting or finishing a special test	Special Test Maximum Penalty + 5 minutes
v i) Striking a cone or failure to stop astride a line (other than the finish line)	10 seconds per offence
v ii) Wrong side of cone	20 seconds per offence
v iii) Making no attempt to perform a designated manoeuvre during a special test or short cutting by passing through a gap caused by a tape or barrier having been previously damaged or removed.	2 minutes
v iv) Not completing a special test correctly including taking the wrong route,	Special Test Maximum Penalty
w) False start on a special test or failure to stop astride the finish line	20 seconds
x) Every second taken to complete a special test over minimum time	1 seconds per second
y) Minimum penalty on special test	Minimum time
z) Maximum penalty on special test	Maximum time
aa) Reversing at a special test finish.	Special Test Maximum Penalty
bb) Breach of the technical regulations	Decided by the Clerk of the Course.
cc) Failure to deploy a ground sheet, where specified.	5 minutes per offence

23. Results and Queries

Interim results will be posted at various intervals during the event. The interim results are for information only. Any query resulting from the interim results should be made by completing a query form issued at documentation and handed to the Competitor Liaison Officer.

Provisional results will be posted as soon as possible after the finish of the last car. Protests will be accepted as per the MSA blue book.

24. In the event of an accident

In the event of an accident either on or off the prescribed route, where the vehicle cannot regain the road or has broken down an SOS/OK board must be correctly displayed and a warning triangle placed before the stricken car.

25. Force Majeure or Baulking

The organisers will not accept any claim from competitors concerning either Force Majeure or Baulking.

However on the grounds of safety due to an accident or adverse weather conditions, or any other reason should the normal running of a special test (Test Start to Test Finish only) be stopped or interrupted for any reason whatsoever, after passage of one or more competitors and it proves impossible thereafter for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew that has been affected a notional time based on the average penalty set up to the moment of interruption.

If the Section is re-started those crews completing the Section after the re start will receive the time taken by them, as will those competitors who completed the Section before the stoppage.

ONLY those crews affected by the stoppage may be given a notional time in this instance. However, no crew that is totally or partially responsible for stopping the section may benefit from this measure. If they finish the section they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.

"Normal running" may include (but not exclusively) serious accident, blockage on route, faulty/ stopped clocks, instruction by officials to cease competition (partially or completely), emergency reroutes etc. No competitor may re- start the section again, penalties as SR 22 (v) will apply.

26. Official Notice Board

The Official notice board will be located at Lynford Hall Hotel for the whole event.

27. Accommodation

Accommodation, there are many Bed and Breakfasts in the area in addition the three local hotels are:

Lynford Hall Hotel,
Mundford, Thetford, IP26 5HW, 01842 878351, www.lynfordhallhotel.co.uk

Barton Mills Travelodge,
A11 Fiveways Roundabout, Barton Mills, Bury St Edmunds IP28 6AE, 0871 984 6006,

www.travelodge.co.uk/hotels/6/Barton-Mills-hotel

Thetford Premier Inn,
Lynn Wood, Maine St, Thetford IP24 3PG, 0871 527 9090,
www.premierinn.com/gb/en/hotels/england/norfolk/thetford/thetford.html

28. Final Instructions

Final instructions including details of the noise test, scrutineering and start times will be sent to competitors during the week prior to the event by email unless otherwise requested on the entry form.

29. Marshals

As always, the event needs a large number of marshals. All marshals shall receive a packed lunch and be automatically entered in the marshal's prize draw.

Any questions, please contact the Chief Marshal or the Clerk of the Course.

Acknowledgements:

Lynford Hall Hotel – Mr Andrew Rudkin and Mrs Louise Wilkinson

Forestry Commission – Ms Nicky Russell

Raker Farms Ltd – Mr John Raker (Croxtton Park)

Wretham Park Estate – Rt Hon Ben Fisher (Wretham Park)

R G Abrey Farms Ltd – Mr Robert Abrey and Mr Matt Abrey (Larkshall and Plantation Farm)

Fisher Farms Ltd – Lord Patrick Fisher (Land Agent - Mr Giles Hanglin Savill's) (Kilverstone Estate)

David Stennett Ltd – Mr David Stennett and Mr Oliver Stennett (Ingham)

Stennett Transport Ltd – Mr Malcolm Stennett and Mr Charlie Stennett (Ingham)

A Chandler (Nfk) Ltd – Mr Ben Chandler (Riddlesworth)

WO and PO Jolly Ltd (Mr Tim Jolly) (Roudham)

Mr and Mrs Thomas (Larkshall)

Simon Fowler and his team at the MSA

Route Liaison Officers – Gary Nicholls (Suffolk) and Pat Ward (Norfolk)

All marshals

The entire set up crew