



CHELMSFORD MOTOR CLUB



3rd JLT Sport / MSA Club of the Year 2007

Lumenition
www.lumenition.com

EAST ANGLIAN CLASSIC RALLY and EAST ANGLIAN CLUBMAN'S RALLY Saturday 20th June 2009



Photo courtesy of www.mandh-photography.co.uk

2007/8 winners - Paul Hernaman / Ray Crowther

Who will win in 2009? Could it be you?



Richard Egger Insurance

The Lumenition East Anglian Classic

Chelmsford Motor Club is pleased to welcome you to its annual historic road rally, *The East Anglian Classic*. We are once again delighted to be a round of the Richard Egger Insurance HRCR Clubmans Rally Championship. This year the event will again be a one day format which will allow cars requiring a wavier of permit to take part in one of the most social rallies of the year.

This year we look forward to a brand new start and finish venue, Barnham Broom Hotel and Country Club which lies 5 miles due west of Norwich. This does mean a move away from The Holiday Inn but will remove the need for any run out or back. The first regularity of the day will start directly from the venue.



Once again The East Anglian Classic will be supporting the East Anglian Air Ambulance, which provides airborne response across Norfolk, Suffolk and Cambridgeshire funded entirely by charitable donation. Competitors are offered the opportunity to make a donation using the entry form. On our last event you donated over £500 to the charity and combined with support from our other club events, Chelmsford Motor Club donates over £2000 a year to the charity.

The route will cover around 190 miles throughout Norfolk. During the day there will be a number of special tests at some classic venues as well as some new ones. The type and format of last years regularities was well received and this years event will be no different although one section will be traditional plot'n'bash.

This years entry fee will include bacon rolls and coffee for breakfast and an awards buffet where you will be able to recall the day exploits and hopefully collect some silverware. The route will include a lunch halt where food will be available to purchase.

For the first time this years event will run with a dual permit. The East Anglian Classic Clubman's Rally will run directly behind the main event. This will give anyone the opportunity, in any road rally legal car (including non historic's), to experience regularities and driving tests that have become synonymous with this event type. By joining Chelmsford Motor Club you will be able to run without a competition licence.

This years start and finish venue does have accommodation available. This can be booked directly via their web site www.barnham-broom.co.uk

Supplementary Regulations

1 Announcement

Chelmsford Motor Club will promote a dual permit National B Historic Road Rally (known as the Lumenition East Anglian Classic Historic Road Rally) and a Clubmans Rally (known as the Lumenition East Anglian Classic Clubmans Rally) on the 20th June 2009. 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 is a qualifying round of the Richard Egger Insurance HRCR Clubmans Rally Championship and is sponsored by Auto Car Electrical Ltd.

The event website is www.chelmsfordmc.co.uk

2 Permit and Competition Licences

The Historic event will be run under a National B permit. All competitors will require a Competition Licence of National B or higher status valid for the event issued by the MSA and a membership card of one of the eligible clubs. The Clubmans event will run on a Clubsport permit. All competitors must be a member of Chelmsford Motor Club.

Lumenition East Anglian Classic Historic Rally	Permit Number	TBA
Lumenition East Anglian Classic Clubmans Rally	Permit Number	TBA
DOE Authorisation Number		TBA
Richard Egger Insurance HRCR Clubmans Championship Permit		TBA

3 Programme

The rally will be based at the Barnham Broom Hotel and Country Club. Map 144 - 088 089

The Provisional Programme (subject to alteration) will be:

Friday 19th June	19:00 - 20:30	Scrutineering and signing on
Saturday 20th June	07:00 - 09:00	Scrutineering and signing on.
	08:50	Drivers Briefing
	09:30	Start of Rally - approximately 190 miles. A mix of regularity sections and driving tests.
	18:00	Evening buffet begins - followed by - Awards Presentations

4 Officials

Stewards of the Meeting TBA

Clerk of the Course	Gavin Leech 10 St. Vincent Chase, Braintree, Essex, CM7 9UJ. Tel. 01376 348948 (Before 9pm) or 07896 245258 leechmotorsport@btopenworld.com
Deputy Clerk of the Course	Paul Brewerton 5 Prince Street, Sudbury, Suffolk, CO10 1HZ. Tel. 07702 113684 paul@pbrewerton.freemove.co.uk
Secretary of the Event	Jacqui Leech 10 St. Vincent Chase, Braintree, Essex, CM7 9UJ. Tel. 01376 348948 (before 9pm) or 07891 472967 leechmotorsport@btopenworld.com
Chief Marshal	Paul Brewerton as above.
HRCR Eligibility Scrutineer	Paul Loveridge Tel. : 01594 827879
Chief Scrutineer	Rob Dominy
Chief Timekeeper / Results	Tony Michael
Photographer	Official Photographer to be confirmed

All named officials and all marshals will be deemed Judges of Fact for the entire event for adjudication in accordance with H37 and SRs 14, 17, 19 & 24. The decision of a Judge of Fact is not open to protest. A full list of the Judges of Fact will be available from the Secretary of the Meeting.



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5 Eligible Competitors

Competitors of the East Anglian Classic Historic Rally must hold a valid competition licence and be members of at least one of the following : A member club of the Association of Eastern Motor Clubs, the East Midlands Association of Motor Clubs, Association of South East Motor Clubs or the London Counties Association of Motor Club or The Historic Rally Car Register.

Competitors of the East Anglian Classic Clubmans Rally must hold a valid club card of Chelmsford Motor Club. Membership application forms are available on the club website or from the organising team.

6 Eligible Cars

Only cars first registered, or proven to have been manufactured before 1st January 1982 and complying fully with the MSA Technical Regulations for Category 1, 2 or 3 Historic Road Rally cars, will be allowed to enter the Historic Rally. This restriction does not apply to cars entering the Clubman's Rally. Cars must comply with the specific MSA Technical regulations for rallying section H28

Competitors will be required to vouch that the vehicle entered complies with the Regulations in all respects. Competitors must present their vehicle registration document (V5) or Historic Vehicle Identity Form (MSA or FIA) at scrutineering as proof of eligibility. All vehicles must display a valid tax disc, have a current MOT certificate and valid insurance for the event, either through their own insurers or the event insurance.

All entries in Category 3 cars (1.1.75 – 31.12.81), must have a valid FIA or MSA Historic Vehicle Identity Form (HVIF) which must be available for inspection at scrutineering and carried in the car at all times on each round.

The issue of the HVIF does not necessarily mean that the car complies with the Championship regulations. Please note category 3 cars are NOT eligible for inclusion in the overall results. All cars must comply with the MSA's vehicle requirements for road rallies as set out in section H102 to H120. Waivers can be granted for this event, so if you are outside of H102 to H120 then H123 can apply and you can still be part of the fun. However please allow a minimum of three weeks to allow for the waiver to be permitted. All HRCR Championship contenders are reminded of the new regulation with regards to having no spotlights. All cars will be tested for noise (H12), the limit is 98dB(A) @ ½m @ 2/3 max. RPM. HRCR Championship registered cars in any category may not have hydraulic handbrake mechanisms.

7 Classes

- Class 1 - Master crews in Category 1* cars.
- Class 2 - Master crews in Category 2** cars.
- Class 3 - Clubman crews in Category 1 cars.
- Class 4 - Clubman crews in Category 2 cars.
- Class 5 - Newcomer crews in Category 1 and 2 cars.
- Class 6 - All crews in Category 3*** cars (not eligible for overall awards)
- *Category 1 – cars registered before January 1, 1968.
- **Category 2 – cars registered from January 1, 1968 to December 31, 1974.
- ***Category 3 – cars registered from January 1, 1975 to December 31, 1981.

Experience class definitions below are the same as the HRCR Clubmans award classes.

Lumenition East Anglian Classic Historic Rally

Master: A crew where any member has had two or more finishes in the top 5 places overall of a National B (formerly Restricted) or higher status rally.

Clubman: A crew which does not meet the qualifying requirements for Master or Newcomer.

Newcomer: A crew of which no member has previously qualified as a finisher in 6 or more rallies of the following types: a) Any rally for which MSA Competition Licences were required or b) Any other road event in the UK or abroad, which included timed regularity sections and had more than 12 starters.

Lumenition East Anglian Classic Clubmans Rally

Master: A crew where either member has finished in the top 3 places of a Clubman's or the top 15 places of a National 'B' or higher status rally.

Expert: A crew where neither member has finished higher than 4th on a Clubman's or higher than 16th on a National 'B' or higher status rally.

Novice: A crew where neither member has previously finished a Clubman's or higher status rally.

The organisers reserve the right to amalgamate classes in order to achieve a reasonable number of competitors in each class and a fair matching of performance.

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. Failure of any competitor, whether his car is damaged or not, to hand in a complete damage declaration at the finish of the event will result in exclusion. Competitors' attention is drawn to General Regulation H87 to H89, 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 following may not be installed or carried in competing cars, under pain of exclusion: electronic trip meters capable of measuring more than just distance; calculators with integral clocks, cycle computers, electronic speed tables, lap and palm top computers, PDAs, two-way radios, containers for carrying fuel (full or empty), GPS receivers (H116). In the interests of safety, mobile telephones MAY be carried in competing cars, for use in emergencies or after retirement.

10 Identification

The organisers will provide a self adhesive rally plate to be fixed to the front of the car. In addition, cars must display discrete competition numbers on each side of the vehicle. These will be supplied by the organisers and must be affixed to the rear side windows. If your vehicle does not have rear side windows then place the numbers on the rear quarter panel behind the front doors. 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.

11 Entries

Entries will only be accepted if submitted on the official entry form or via the on-line entry system (www.chelmsfordmc.co.uk), or you can print a form from the internet and posted to the Entries Secretary,

accompanied by the correct fee. Entries to this years event(s) open on April 20th with an entry fee of £90. The entry fee after June 1st will be £100. To promote early entries we will for the first time running a deposit system. Providing a £20 deposit is paid before the end of April an entry will be secured (at £90) with the balance to be paid by June 5th. You will be able to pay on line with paypal or just send us a cheque for the full amount. The entry fee includes bacon rolls and coffee at the start and a prize giving buffet for two people. The closing date for entries is Saturday 13th June. Entries received after this date cannot be guaranteed.

The maximum number of entries is 60. The minimum is 30. Should this figure not be reached the organisers reserve the right to cancel the meeting. Entries will be selected on a first come basis, although priority will be given to registered contenders of the HRCR Championships until Friday 5th June.

Team entries comprising three cars may be made. Team entries may be made up to 08:50 on 20th June. The entry fee for each team is £5.

Entries cancelled, in writing or verbally, up to 13th June 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 a proportion of the entry fee to cover administrative costs.

PLEASE NOTE. Entry payments by cheque will not be banked until Monday 8th June.

12 Route

The total length of the event will be about 190 miles; fuel will be available at approximately ½ distance. It will comprise primarily of surfaced roads with some sections of airfield and tracks which may have a broken surface but which are smooth. All roads will have driven in a standard road car with no-sump guard.

13 Route Instructions

Navigation will be by simple traditional means, although the methods used WILL vary between regularities. Examples of types of navigation used will be in the finals, for navigators to practice. Following recent HRCR guidelines we are looking to set a challenge for all crews, but ensure nobody gets lost or goes off route.

A road-book containing details of all the Main Time Controls, Regularity Start Controls, Test Venues, Petrol Halts and the location of black spots and give way junctions will be given to competitors when they sign-on.

On the route, 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).

Competitors will require OS 1:50000 (Landranger) Second Series maps numbers **132, 133 & 144** latest editions. The event may make use of other maps, however the road book will contain high quality printed maps to enable you to not need any of the extra maps. These will be made to same standard as the Preston and Pheasant Plucker road rallies.

14 Quiet Zones

Along the route the organisers may establish Quiet Zones. In a Quiet Zone, competitors must proceed 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 either or both 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 for the first offence and exclusion for the second.

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 to H66):

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.

Time Controls (TC) at intermediate points on the route where competitors' times will be recorded.

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.

Regularity Start Controls (RS) at the start of Regularity Sections. These will be self start.

Timing Points (TP) where competitors' time of arrival will be recorded as they stop astride the line at the control point.

Test Starts and Finishes (TS and TF) 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 (other than at TS's, TF's and RC's) will be indicated by a control board. Except at TP's, competing cars may enter the control in the minute preceding their due time, BUT NOT BEFORE, so that their time card may be filled in.

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.

Competitors will start at minute intervals. Each competitor will be due at each MTC and TC at the Standard Time, plus your rally number in minutes. This is your Scheduled Time.

Competitors booking in at MTC or TC before their Scheduled Time will be penalised at the rate of 120 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 final MTC 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.

You will be penalised for lateness at the Start Control of the leg. Apart from this, there are no lateness penalties. 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 Test start Controls. **Competitors may report to these points and start the test 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 permitted, 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.



THE TINY MODULE WITH A BIG KICK!

16 Regularity Sections

There will be regularity sections (H53 and 54) in which competitors will be required to maintain a constant, fairly slow speed. The speed may change during a section; the speed to be maintained will be made known to competitors at the Regularity Start Control. These sections will be timed to the second.

Competitors must be ready to start immediately on arrival. They will be allocated a start time on the practicable full minute and no two cars may start at the same time. Some RS's may be 'Self Start' meaning that the control will NOT be manned but there will be a marker (two crossed arrows) identifying the exact start point of the regularity section. Your start time for the regularity will be allocated on your time card, and you will be deemed to have started the regularity section at that time, so you should aim to arrive at the regularity start point in time to re-set your trip meter and start on the allotted time. You must therefore have a clock in your car (or on you) that is accurately synchronised to rally time so you know when to start. A clock set to rally time, based on the Rugby radio signal will be available at the signing-on area. Competitors will be timed to the second at undisclosed Timing Points (TP). Their due time at these points is based on the distance from the preceding control and the average speed(s) set. TPs will have no advance warning but will be indicated by a large Control Board, at which competitors must stop astride the line and present their time card to the marshal. The marshal will record their time of stopping astride the line and hand them a slip indicating the distance to that TP and the time they should have taken, from the RS or preceding TP as applicable.

Competitors may not stop or slow down unduly within sight of a TP if they do they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 100 marks as described below.

Competitors will be penalised 1 mark per second early or late at each TP up to a maximum of 1800 marks at any one TP. There may be more than one TP on each regularity section. Competitors must not stop on Regularity Sections, except at a TP or if obliged to do so by a Stop sign, or by other circumstances beyond their control (such as giving way to on-coming traffic on narrow roads, which is recommended). The penalty for stopping except in such circumstances will be 100 additional marks, if observed by a marshal or Judge of Fact. The organisers' official distance will be measured using a distance meter which will have been set to give a reading as close as possible to the actual distances. Prior to the start of the event, competitors will be given the opportunity to set their own trip meters, or calculate discrepancies, on a measured mile and a route of about 7 miles. Details will be given in the final instructions.

17 Tests

During the event there will be a number of driving tests, timed to the second. Timing on tests may either be by means of separate Start and Finish clocks or by 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. 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 may 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 30mph average speed. A Maximum Time for each Test is 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
- b, Taking longer than the Bogey Time but less than the Maximum Time Assigned actual time taken
- c, Taking longer than the Maximum Time Assigned Maximum Time
- d, Striking a cone or marker 5 seconds per occasion added
- e, Crossing a baulk line 5 seconds per occasion added
- f, Failing to cross a line with all four wheels 5 seconds per occasion added
- g, Failing to stop astride a line correctly 5 seconds 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
- I, Not attempting a test. Assigned Maximum Time
- j, Additional penalties for specific requirements of a test As defined in the Road-book

18 Penalties

General Regulation (H84) is modified as follows:

Penalties will be expressed as marks lost as follows:-

Not reporting or OTL at a Time Control or Regularity Start Control or timing point, wrong direction of approach or departure from such a Control. 1800 marks

Not complying with other requirements of the Time Cards, Route Cards and other written instructions including visiting a control more than once. 900 marks

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. 300 marks

Arriving at a Main Time Control or a Standard Time Control before Schedule Time, per minute. 120 marks

Late arrival at any Start Control of each leg (MTC), or at a Time Control on the Night Leg, per minute. 60 marks

Early or Late arrival at a Timing Point on a Regularity Section per second. 1 mark

Breach of a statutory requirement concerning the driving of a motor vehicle 1800 marks

Contravention of H82 - 3/4 rule, first offence 1800 marks

To be classified as a finisher, competitors must visit every MTC within maximum permitted lateness (OTL).

Ties will be decided by reference to :-

- i, Fewest penalties on the Regularity Sections
- ii, Fewest penalties on the Tests
- iii, Furthest clean

19 Results and Protests

Provisional results for the event will be posted at the Barnham Broom Hotel and Country Club as soon as possible after the OTL time at the last MTC. 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 Clerk of the Course as soon as possible after the due time, or actual (if later), posting of the results and in all cases within 30 minutes using the form provided (where practicable). 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.

20 Awards - Lumenition East Anglian Classic Historic Rally

Awards will be given as follows :

Overall Winning Crew

The Alec Lobb memorial trophy + replica to the driver.

The Secret Garage trophy + replica to the navigator.2nd Overall Trophies to driver and navigator3rd Overall Trophies to driver and navigator

No person may win more than one of the above awards

Class 1 Master Cat 1 - 1st and 2nd trophies to driver and navigatorClass 2 Master Cat 2 - 1st and 2nd trophies to driver and navigatorClass 3 Clubman Cat 1 - 1st and 2nd trophies to driver and navigatorClass 4 Clubman Cat 2 - 1st and 2nd trophies to driver and navigatorClass 5 Newcomer Cat 1 & 2 - 1st and 2nd trophies to driver and navigatorClass 6 All in Cat 3 - 1st and 2nd trophies to driver and navigator (not eligible for overall awards)

Awards for classes 1-6 are subject to 5 starters in each class.

Overall Concours Winner Trophy to the driver

1st Team Trophy to each driver and navigator1st CMC Crew Trophy to each driver and navigator**Lumenition East Anglian Clubman's Rally**

1st Overall to driver and navigator

No person may win more than one of the above awards

1st Master to driver and navigator

1st Expert to driver and navigator

1st Novice to driver and navigator

Previous East Anglian Classic Winners

1994	Steve Drewery / Bill Granger	Honda S800
1995	Geoff Breakell / Nigel Raeburn	Alfa Romeo Giulia
1996	Geoff Breakell / Nigel Raeburn	Alfa Romeo Giulia
1997	Sid Ormrod / John Thornley	Mini Cooper 998
1998	Adam Wiseburg / Ian Frazer	Porsche 911S
1999	Peter Horsburgh / Alistair Bell	Austin Mini Cooper S
2000	John Parsons / Gavin Rogers	Ford Escort Mexico
2001	Jamie Turner / Graham Raeburn	Hillman Imp 875
2002	Peter Valentine / Michael Valentine	Mini Cooper S
2003	Terry Pickering / Paul Robinson	Triumph TR3
2004	Bill Wyatt / Graham Dance	Triumph TR4
2006	Jim Deacon / Dave Wilson	Ford Escort RS2000
'Light'	Paul Hernamen / Ray Crowther	Porsche 911 Carrera
2007	Paul Hernamen / Ray Crowther	Porsche 911 Carrera
2008	Paul Hernamen / Ray Crowther	Porsche 911 Carrera
2009	You ????	

21 Insurance

All competitors must have valid insurance while driving on the public highway during the event. The Club has applied to Lockton Insurance Brokers 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 will be £15.50, inclusive of Insurance Premium Tax. **Any navigator wishing to drive on the public road during the event must have separate cover.**

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 an existing holder of a valid Lockton letter of acceptance. The driver must produce the letter of acceptance at documentation. Please ensure that the address details are correct.
- 3 The following declaration can be signed and dated by the driver at signing on:
I declare that:
 - a, I have no physical or mental disabilities
 - b, I have no convictions other than a maximum of six speeding points
 - c, I have no more than one fault accident in the last three years
 - d, I am over 21 years old and have held a full driving licence for at least six months
 - e, There are no other material facts to disclose which are likely to influence the acceptance or assessment of risk

Failure to declare material facts may lead to the Insurer declaring the resultant cover to be null and void. If you are in any doubt, about facts, which may be considered to be material, these should be disclosed for your own protection.

If you cannot sign the above declaration (3) your terms for the event may be loaded above the basic rate premium and you should apply to the event secretary for an Lockton Declaration form, which must be completed in full and returned to the secretary not less than 15 days before the event so that it can be referred

to Lockton. It will then be possible to consider your individual position. Lockton will issue you a letter for you to produce at future events.

All correspondence regarding this scheme must be undertaken by the club. Lockton cannot deal with individual applicants, either by letter or telephone.

22 Concours

Prior to the awards buffet there will be a Concours. Competitors will be judged for general smartness of the car, originality and correctness of period rallying detail of the car and equipment, turnout and appearance of the crew, again with emphasis on correctness of period detail. Marks will NOT be deducted for a travel-stained appearance. The Concours is an optional part of the event and will not count towards the general classification.

23 Assistance

No 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).

24 AEMC Observer

There may be an AEMC and/or event 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.

The AEMC Observer nominated for this purpose shall be a Judge of Fact in respect of any competitor employing auxiliary lights in a stipulated Quiet Zone (other than in conditions of fog or falling snow), undue noise, or failing to stop at a Give Way Junction (where required) or any behaviour deemed detrimental to good public relations during the course of the event.

25 Accommodation

There will be no overnight accommodation provided by the organising team. The start and finish venue does have limited accommodation but this must be booked and paid for by the competitors directly. Bookings can be made on www.barnham-broom.co.uk. Alternatively other hotels and B&B's can be found by contacting the Norwich Tourist Board, Tel. 01603 666071.

Please remember that bacon rolls and coffee and the awards buffet on the day of the event are included in your entry fee.

26 Acknowledgements

Autocar Electrical
Historic Rally Car Register
Norfolk RLO
Kings Lynn and DMC

Barnham Broom Hotel and Country Club
Fakenham Motor Club
Sporting Car Club of Norfolk
...and all landowners and residents on route

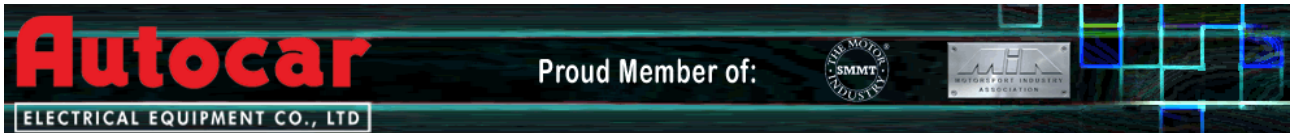
Chelmsford Motor Club

Chelmsford Motor Club was established in 1956 and remains one of the Southeast's most active clubs. The club has a superb reputation for organisation - from the highly regarded Preston Rally and the Hutton Kitchens Woodbridge Stages to Autotests, PCTs, Gymkhana's and many 12 car rallies.

For more information on Chelmsford Motor Club or if you are interested in joining, please contact the registrar, Dave Judd, on 01245 357887 or visit our website www.chelmsfordmc.co.uk

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 2009 Lumenition East Anglian Classic, please contact our chief marshal, Paul Brewerton. His details are on page 3 of these regulations.



AUTOCAR ELECTRICAL EQUIPMENT Co. Ltd.
 THE NAME BEHIND
LUMENITION & MicroDYNAMICS



Founded by our current Managing Director's grandfather, E.G. Ford in 1923, Autocar has long been a major contributor to the British automotive industry. Specialising in engine ignition and carburation, Autocar soon developed a high reputation for engine tuning for both road and racetrack and was appointed national distributors for Autolite spark plugs.

In the 1950s, under the management of E.H. Ford, Autocar became the national distributor for Sun Tester products. Then, in the 1960s, Autocar worked closely with British vehicle development departments to perfect ignition for high performance cars such as the Jaguar "E-Type". This led to Autocar launching its own groundbreaking Lumenition Infra-Red solid state ignition system.

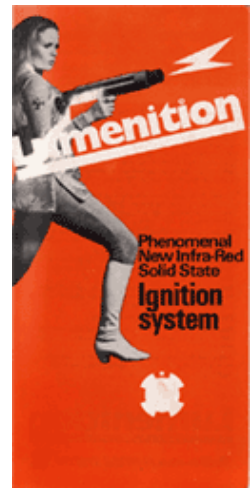


In the 70s and 80s, Autocar branched out into the world of in-car entertainment when it was chosen to introduce the Pioneer, Alpine, Becker and Hirshmann brands to the UK. In the 90s, and under guidance from the third generation, M.A.J. Ford refocused the Company on the motor sport field and added a race spec Engine Management System and Throttle bodies to the Lumenition range.



Despite manufacturing some of the best ignition solutions available, Autocar also saw the need for a range of race products aimed at the enthusiast for whom price was just as important as features. The MicroDynamics offers such a solution with its brand of turbo products, shift lights, rev limiters and ignition systems.

Launched in 2000, the Digital Series brings the latest technology within reach of all.



With its wide range of products, continued research and development, and supportive international dealer network, Autocar delivers technology that its founder could never have envisaged and that E.H. Ford could have only dreamed of.



www.autocar-electrical.com

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