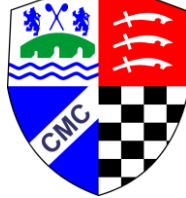


CHELMSFORD MC



The East Anglian Classic Historic Rally, Run and Challenge

Saturday 20th & Sunday 21st June 2026

Supplementary Regulations



2025 EAC winners: Owen Turner / Ryan Pickering
1977 Mitsubishi Lancer

In partnership with



Previous Event Winners

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
2005	Dave Hughes / Richard Dix	Ford Escort RS2000
2006	Jim Deacon / Dave Wilson Ford	Escort RS2000
2006 'Light'	Paul Hernaman / Ray Crowther	Porsche 911 Carrera
2007	Paul Hernaman / Ray Crowther	Porsche 911 Carrera
2008	Paul Hernaman / Ray Crowther	Porsche 911 Carrera
2009 Historic	Martin Neal / Mick Briggs	Austin Healey Sprite
2009 Clubman	Geoff Lobb / Tom Peddle	Vauxhall Corsa
2010 Historic	Paul Hernaman / Ray Crowther	Porsche 911 Carrera
2010 Clubman	Isaac Zarmati / Sarah Zarmati	Austin Mini Cooper S
2011	Martin Neal/Richard Dix	Ford Escort
2012	Ryan Pickering/Lisa Marshall	Triumph TR4
2012 Run:	Pete Goodwin/Ken Larking	Ford Cortina Mk1
2013	James Griffiths/James Howell	Mini Clubman 1275 GT
2013 Run:	Pete Goodwin/Ken Larking	Ford Cortina Mk1
2014	John Ruddock/Andy Pullan	Ford Escort Mexico
2014 Run:	Graham Mayes/Keith Howard	MGBGT
2015	Gavin Rogers/Carrie Rogers	Reliant Scimitar
2015 Run:	Pete Goodwin/Robin Hernaman	Ford Cortina Mk1
2016	Matt Warren/Ryan Pickering	Ford Escort
2016 Run:	James Griffiths/Peter Sartain	Mini 1275GT
2017	Dave Leadbetter/Cath Woodman	BMW 2002
2017 Run:	Pete Goodwin/Robin Hernaman	Ford Cortina Mk1
2018	John Haygarth/David Taylor	Opel Kadett
2018 Run:	Sheldon Furby/Peter Littlefield	Austin Seven
2019	Richard Isherwood/Ali Procter	VW Golf GTi
2019 Run:	Carrie Northmore/Bernard Northmore	Porsche 944
2022	Dan Willan/Niall Frost	Volvo PV544
2022 Run:	John Peterson/David Smalley	Austin Mini Cooper S
2023	Owen Turner/Ryan Pickering	Mitsubishi Colt Lancer
2023 Run:	Graham Banks/Dick Athow	Volvo Amazon
2024	Matthew Abrey/Ryan Pickering	Austin Mini
2024 Run:	John Peterson/Ian Graham	Mini Cooper S
2025	Owen Turner / Ryan Pickering	Mitsubishi Lancer
2025 Run:	John Peterson / Ian Graham	Austin Mini Cooper S
2025 Challenge:	Nick Skuse / James Leggett	Austin 7 Notsoleggra

The East Anglian Classic Historic Rally, Run & Challenge

INTRODUCTION

Chelmsford Motor Club is pleased to welcome you to its historic road rally, *The East Anglian Classic*. We are once again delighted to be a round of the HRCR Clubmans Rally Championship.

The event will be starting and finishing in Bury St. Edmunds Rugby Club, with easy access from the A14 trunk road. After a hiatus of a few years, we will be returning to some favourite test venues in Norfolk. We will also be visiting some different parts of Suffolk and Cambridgeshire.

Following the successful changes made in 2025, the rally will be two-day event, starting on Saturday afternoon and finishing Sunday afternoon. We will again be running The East Anglian Classic Run, a clubmans event for pre-1991 cars, for competitors holding the free RS Clubman licence. Navigation for the Run will be by marked map, and the route and tests will be exactly the same as the Rally, so this will provide a 'bridge' between classic runs and the HRCR championship for those wishing to progress in their classic motorsport. We are also running the East Anglian Classic Challenge, a clubmans event similar to the Run but consisting of the 90 mile Saturday leg only.

After the best part of a decade as Clerk of the Course, Paul Brewerton remains heavily involved with the planning and strategy of the rally but has strengthened the organising team by recruiting former EAC Chief Marshal Matt Endean as Clerk of the Course and Paul Barrett, who was Clerk of Course from 1995 to 2005, as Event Secretary.

We will be supporting the East Anglian Air Ambulance, which provides airborne response across the region funded entirely by charitable donation. £15 per entry (£5 for the Challenge) will be donated by the club, and competitors are offered the opportunity to make a further donation using the entry form.

The route will cover approximately 220 miles around the picturesque lanes of Suffolk, Norfolk, Essex and Cambridgeshire. The type and format of last year's regularities was well received and this year's event will be no different including at least one section of traditional plot'n'bash.

Navigation will be straightforward and the types of navigation used will be defined in the final instructions to avoid any confusion. Instructions for the entire rally (both days), with the exception of the plot and bash sections, will be issued at documentation.

One notable change this year is the removal of the highest penalty on a public road regularity.

The entry fee will include supper on Saturday evening, breakfast on Sunday morning and a buffet lunch at the finish on Sunday afternoon.

There is no defined 'event hotel' this year – competitors must make their own accommodation arrangements from the wide range of hotels and bed and breakfasts in the area, but we recommend that you book 'room only' if possible and join us for breakfast on the Sunday morning.

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Supplementary Regulations

1 Announcement

Chelmsford Motor Club will organise and promote an Inter-Club Historic Road Rally (known as The East Anglian Classic Historic Road Rally) on **Saturday 20th and Sunday 21st June 2026**

Chelmsford Motor Club will also organise and promote a Clubmans Historic Road Rally (known as The East Anglian Classic Run) on the same date, using the same route, and a second Clubmans Historic Road Rally (known as The East Anglian Classic Challenge) consisting of the Saturday leg only.

This meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations and any written instructions that the organising team may issue for the event.

The Inter-club event is a qualifying round of the HRCR Clubman's Rally Championship. The Clubman event (Run) is a qualifying round of the HRCR Clubman's Beginners Rally Championship. The Saturday only clubman event (Challenge) is not part of any championship.

The event website is www.eastanglianclassic.co.uk See SR20 for a link to the event's Sportity Virtual Noticeboard.

2 Permit and Competition Licenses

The Rally will be run under an Interclub permit. All competitors will require a Competition Licence of Interclub or higher status valid for the event issued by Motorsport UK and a membership card of one of the eligible clubs. The Run and Challenge will be run under Clubman's permits. All competitors will require a Competition licence of RS Clubman or higher status valid for the event issued by Motorsport UK and a membership card of one of the eligible clubs.

East Anglian Classic Historic Rally Interclub Permit Number 206560

East Anglian Classic Run Permit Number 206561

East Anglian Classic Challenge Permit Number 206562

DOE Authorisation Numbers TBC

3 Programme

The rally will be based at Bury St Edmunds RFC, Haberden Sports Ground, Southgate Green, Bury St Edmunds, Suffolk IP33 2BL

The Provisional Programme (subject to alteration) will be:

Saturday 20th June	1100- 1430: Scrutineering and documentation at Bury St Edmunds Rugby Club. 1530: Car 1 starts Saturday leg (MTC1) approx. 90 miles – Bury St Edmunds Rugby Club 1915: approximately Car 1 finishes Saturday leg (MTC2) followed by supper at the Rugby Club
Sunday 21st June	0900: Start of Sunday leg (MTC3) approx. 130 miles 1500: First cars finish rally (MTC4) 1530: Buffet begins - followed by Awards Presentations

4 Officials

Title	Name	Details
Event Director	Paul Brewerton	paul@eastanglianclassic.co.uk
Clerk of the Course	Matt Endean	matt@mattendean.co.uk
Event Secretary	Paul Barrett	07771 976761 paulbarrett@chelmsfordmc.co.uk
Entries Secretary, Chief Timekeeper & Results	Tony Michael	The Finch, Main Road, Boreham, Essex CM3 3JF Tel. 01245 466994 arm@chelmsfordmc.co.uk
Safeguarding Officer	Lucy Fryer	safeguarding@chelmsfordmc.co.uk
Chief Marshal	Jim Bowie	eac_chiefmarshal@chelmsfordmc.co.uk
Club Stewards	Alan Barnard Dave Thompson Dave Taylor	
Motorsport UK Scrutineer	Rob Dominy	
Motorsport UK Environmental Scrutineer (Sound)	Dave Barnes	
HRCR Eligibility Scrutineer	TBC	
Photographer	Andy Manston of M&H Photography	
Equipment Officers	Geoff Lobb & Gary Maddocks	

All named officials and all marshals will be deemed Judges of Fact for the entire event. The decision of a Judge of Fact is not open to protest. A full list of the Judges of Fact will be available at signing on.

5 Eligible Competitors

Competitors of The East Anglian Classic Historic Rally must hold a valid competition licence of Inter-club or higher status 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 Association of Central Southern Motor Clubs or The Historic Rally Car Register.

Competitors of The East Anglian Classic Historic Run and the East Anglian Classic Challenge must hold a valid competition licence of RS Clubman or higher status and be members of Chelmsford Motor Club, or one of the following invited clubs: The Historic Rally Car Register, member clubs of the Anglia Motor Sport Club, member clubs of Weald Motor Club.

6 Eligible Cars

All vehicles must comply with Motorsport UK Technical Regulations as per National Competition Rules (NCR) Chapter 13 Appendix 15. All vehicles must be taxed and insured for the public highway. All cars must comply with the requirements for Category 1, 2, 3, 4a or 4b Historic rally cars as set out in 2025 National Competition Rules Chapter 13 Appendix 15 Article 9.2.

As per NCR 13.15.11.3 cars that do not fully comply with NCR13.15.3.1-4 may be considered for acceptance subject to the organisers being granted specific waivers by Motorsport UK.

Applications must be requested from the Entries Secretary in writing (or e-mail) at least three weeks prior to the event.

Competitors will be required to present: -

- i) A current MOT certificate if required
- ii) The registration document of the vehicle (V5) or other suitable document as proof of period authenticity.
- iii) A small spill kit.
- iv) A warning triangle.
- v) Two hi-viz jackets.
- vi) OK/SOS board.

7 Classes

All cars in all three events must conform to the requirements of NCR Chapter 13 Appendix 15; Historic Rally Cars. Classes for each event are:

The East Anglian Classic Historic Rally

Class M1 - Master crews in Category 1* cars.

Class M2 - Master crews in Category 2** cars.

Class M3 - Master crews in Category 3*** cars.

Class M4 - Master crews in Category 4a & 4b**** cars

Class E1 - Expert crews in Category 1* cars.

Class E2 - Expert crews in Category 2** cars.

Class E3 - Expert crews in Category 3*** cars.

Class E4 - Expert crews in Category 4a & 4b**** cars.

Class N1 - Novice crews in Category 1*, 2**, 3*** cars.

Class N2 – Novice crews in Category 4a and 4b cars.

*Category 1 – cars of a specification valid before January 1, 1968.

**Category 2 – cars of a specification valid from January 1, 1968 to December 31, 1974.

***Category 3 – cars of a specification valid from January 1, 1975 to December 31, 1981

****Category 4a - cars of a specification valid from January 1, 1982 to December 31, 1985

****Category 4b - cars of a specification valid from January 1, 1986 to December 31, 1990

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

- a) MASTER, a crew where any member has had four or more finishes in the top 10 places overall of a National B, Interclub, HERO red and black events or higher status rally in the last 4 years.
- b) EXPERT, a crew which does not meet the qualifying requirements herein for Master or Novice.
- c) NOVICE, a crew in which no member has had four or more finishes in the top 25 places

overall of a National B, Interclub, HERO red and black events or higher status rally in the last 4 years.

Previous experience shall be counted up to the date of the event.

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.

The East Anglian Classic Run

There will be a single class consisting of all entries.

The East Anglian Classic Challenge

There will be a single class consisting of all entries.

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 the car is damaged or not, to hand in a complete damage declaration at the finish of the event will result in disqualification. Competitors' attention is drawn to NCR chapter 13 requiring competitors who retire to return their damage forms to the organisers within 72 hours of the end of the event.

9 Prohibited Equipment

Electronic devices that carry out more functions than simple distance or time measurement are prohibited from all competing cars. Simple handheld non-programmable calculators and digital timers and stopwatches are permitted. The use of global positioning systems or any other type of position determining device is prohibited and will be subject to event disqualification. The use of in-car cameras is prohibited, in accordance with NCR Ch.13 App.3.Art.12.1(i). Anyone found to be contravening this regulation will be subject to event disqualification. In the interests of safety, mobile telephones MAY be carried in competing cars, but only for use in emergencies or after retirement.

10 Identification

The organisers will provide a self-adhesive rally plate and two smaller self-adhesive competition numbers. The rally plate is to be affixed to the front of the car and the smaller numbers to each side. The smaller numbers must be placed behind the front doors on the coach line or above. The rear side windows, if applicable, are ideal. 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 disqualification or a lesser penalty, at the organiser's discretion.

11 Entries

Entries will only be accepted if submitted via the on-line entry system (www.eastanglianclassic.co.uk), or you can print a form from the internet and post to the Entries Secretary, accompanied by the correct fee. Entries to this year's event(s) open on the formal publication of these regulations with an entry fee of **£235 (including £15 EAAA donation) for the Rally and Run**. The entry fee includes supper on Saturday evening, Sunday morning breakfast and a prize giving buffet for two people. The entry fee for the **Challenge will be £65, including a £5 EAAA donation or £90 if supper is required**. Please enter early. You will be able to pay by bank transfer. The closing date for entries is Saturday 7th June. The maximum total number of entries for all three events is 60. The minimum is 25. Should the maximum number be exceeded a reserve list will be created. Should the minimum number not be reached the organisers reserve the right to cancel all or part of the meeting. Entries will be selected on a first come first served basis.

Entries cancelled, in writing or verbally, up to 7th 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.

12 Route

The total length of the rally and run will be about 220 miles and the challenge about 90 miles; fuel will be available en-route as identified in the road book. It will comprise primarily of surfaced roads with some sections of tracks which may have a broken surface but which are smooth. All roads will have been driven in a standard road car with no sump guard.

13 Route Instructions

The East Anglian Classic Historic Rally

A roadbook 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 (NCR 13.4.2) will be given to competitors as specified in the programme. Navigation will be by simple traditional means, although the methods used WILL vary between regularities.

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.

Competitors will require OS 1:50000 (Landranger) maps numbers **144, 154 and 155**. The versions used to plan the event were all revised 2013, reprinted 2016.

The East Anglian Classic Run and The East Anglian Classic Challenge

Competitors will be provided with marked map extracts showing the complete route of public road regularity sections (but not the locations of IRTCs and route checks), and information regarding regularity average speeds. Competitors who wish to practise their navigation skills may request copies of the navigation handouts used in the Rally.

14 Quiet Zones and Black Spots

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 or shown on the marked maps issued for Run competitors and additionally by the use of Q / Q-bar boards on the route. The non-appearance of either or both of these does not invalidate the Quiet Zone and the onus lies with the competitor to comply with the route card / roadbook. All 20, 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 300 marks for the first offence and disqualification for the second.

There may also be Black Spots defined in the final instructions, road book, official notices or navigation handouts/marked maps. Make sure you plot these on your maps and avoid them at risk of exclusion from the event.

15 Motorsport UK code of conduct

All Competitors, their associates, Officials and Marshals must be aware of their behaviour and conduct at all times, and any abusive language or harmful behaviour will not be tolerated. Any incidents must be reported to the Event Officials or Safeguarding Officer who will also relay the report to Motorsport UK.

The Race with Respect Code of Conduct and further information is available on the Race with Respect page on the Motorsport UK website: <https://www.motorsportuk.org/racewithrespect/>

16 Road Section Timing and Control Procedure

The rally will be run under Scheduled Time (NCR Ch13 App.5 Arts.4 & 5) The following types of controls may be used:

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/or finish of each leg and at the lunch or petrol halts.

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.

Passage Checks (manned) (PC) and **Route Checks (unmanned) (RC)** to establish adherence to the correct route.

Results Passage Checks (RPC) where time cards should be handed in and data downloaded from time card tags.

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

Intermediate Regularity Time Controls (IRTC) 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.

Passage checks, Route checks, merge passage checks and stop/go boards may be used on 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 IRTCs, competing cars may enter the control in the minute preceding their due time, 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 RPCs located at rest halts or specified download points for speedy production of results.

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

Competitors booking in at MTCs before their Scheduled Time will be penalised at the rate of 120 marks per minute.

Maximum Permitted Lateness at Main Time Controls is 45 minutes, All regularity start controls, intermediate regularity time controls, test starts and test finishes will open 15 minutes before the due time of Car 0 and close 30 minutes after the due time of the last car, or when the course closing car is sure that all competing cars have visited the control, whichever is the earlier.

Competitors will be penalised for lateness at the Start Control of each leg (MTC1 and MTC3).

Apart from this, there are no lateness penalties at regularity or test starts other than maximum permitted lateness.

There are no penalties for lateness at controls at the end of Neutral or Transport Sections other than maximum permitted lateness.

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 without 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.

17 Regularity Sections

There will be regularity sections (NCR Ch.13 App.4 Art.6) 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 or before 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 first 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 identifying the exact start point of the regularity section. Start time for the regularity may be allocated on the time card, for example the first RS after an MTC, so competitors should aim to arrive at the regularity start point in time to re-set their trip meter and start on the allotted time. Otherwise competitors should record the start time in ink in the relevant space on the time card. Competitors must therefore have a clock in their car (or on them) that is accurately synchronised to rally time so they know when to start. A clock set to rally time, based on the Rugby radio signal will be available at the signing-on area. We hope to man all regularity start controls, in which case competitors should obey marshal instructions.

Competitors will be timed to the second at undisclosed Intermediate Regularity Timing Control (IRTCs). Their due time at these points is based on the distance from the preceding control and the average speed(s) set. IRTC's will be indicated by a large Control Board at the start of the control area, and a white line on the road at which competitors must stop astride and present their time card to the marshal. The marshal will record their time of stopping astride the line and display a card indicating the distance to that IRTC and the time they should have taken from the preceding control.

Competitors may not stop or slow down unduly within sight of an IRTC. If they do they will be given the time at which they stop or slow down unduly as their arrival time.

Competitors must not stop on Regularity Sections, except at an IRTC or if obliged to do so by a Stop sign, or by other circumstances beyond their control (such as giving way to oncoming 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. IRTC's **on public roads** will not be less than 2 miles apart, nor less than ½ mile after any section of route on an A road (except crossing). 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 route of about 5 miles. Details will be given in the final instructions.

18 Special Tests & Penalties

During the event there will be a number of Special Tests, timed to the second as defined in NCR Ch.13, App. 4 Art 8. 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 or passage check boxes **MUST NOT REVERSE BACK**. They will be allocated the time at which they cross the line plus the penalty for failing to stop astride. **Any 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; however rally etiquette that competitors should give way to faster cars where it is safe to do so does apply.

A Bogy Time for each Test will be published, based on a 30mph average speed.

A Maximum Time for each Test will also be published. This time is the maximum penalty that may be assigned for a test. A competitor's score for each Test will be calculated as follows:

- a, Taking the Bogey Time or Less: Bogey time
- b, Taking longer than the Bogey Time but less than the Maximum Time: actual time taken
- c, Taking longer than the Maximum Time: Maximum Time
- d, Striking a cone or marker: 5 marks per occasion added
- e, Crossing a baulk line: 5 marks per occasion added
- f, Failing to stop astride a line correctly or to stop within a box: 20 marks per occasion added
- g1. Unintentionally going the wrong way round a cone or marker: first occurrence 20 marks; subsequent occurrence on the same test: Maximum Time.
- g2. Making no effort to go the correct side of a cone or marker: maximum Time.
- h, Making a false start (or false re-start at a passage check) 20 marks
- i. Otherwise failing to complete the Test (includes making no attempt to stop astride or in a box): Maximum Time
- j, Not attempting a test: Maximum Time
- k, Additional penalties for specific requirements of a test: As defined in the Roadbook

19 Road Section Penalties

General Regulation NCR Ch.13 App.7B is modified, with road section penalties expressed as time penalty marks lost as follows:

- a) Not reporting or OTL at a Main Time Control (MTC): Disqualified
- b) Not reporting or OTL at a Time Control or Regularity Start Control or Intermediate Regularity Time Control: 300 marks;
- c) Wrong direction of approach to or departure from such on regularity sections: 300 marks;
- d) Failing to record the letters from a Route Check code board or failing to visit or obtain a signature at a Passage Check on a road section: 60 marks
- e) Early arrival at any Start Control of each leg (MTC), per minute: 120 marks.
- f) Late arrival at any Start Control of each leg (MTC), per minute: 60 marks
- h) & j) Early or Late arrival at an Intermediate Regularity Time Control per second: 1 mark, up to a maximum of 120 marks. Highest lateness penalty on a public road section will be 'dropped'.
- k) Breach of a statutory requirement concerning the driving of a motor vehicle: 1800 marks
- l) Contravention of NCR Ch.15 App.5 Art5.19 - 3/4 rule: First Offence 1800 marks.

NCR Ch.13 App.5 Art 6.1 - 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 cleanest

20 Results, Protests, Appeals and Reviews

Interim Results will be published at intervals during the event – see the link on the event’s Sportity Virtual Notice Board. Provisional results will be published online and in paper form at the finish as soon as possible after the last car has finished. Protests and appeals must be made in accordance with NCR chapter 2 and any additional Motorsport UK requirements relevant at the time. These results become final when any protest or appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters, and all outstanding protests or appeals have been settled.

Protest and Appeal Fees are to be paid direct to Motorsport UK within 48 hours of the Event and any fines are to be paid within 7 days of the Event direct to Motorsport UK.

Please call Motorsport UK 01753 765000 within these timescales to make your payments. There will be no provision at the Event to make these payments. Should additional evidence that was not available at the time of the protest or appeal be discovered then a Review Body may be convened in accordance with NCR chapter 2.



The banner features the Sportity logo in the top left corner. The main text is centered and reads: "For direct event information please download the Sportity app and insert this password: EAC2026VNB". Below the password, it states "Sportity app is available in" followed by "Available on the App Store" and "Get it on Google play" with their respective logos. Two QR codes are provided for app download. The website "www.sportity.com" is listed in the bottom left corner.

 **Sportity**

For direct event information please download the Sportity app and insert this password:

EAC2026VNB

Sportity app is available in

Available on the **App Store**

Get it on **Google play**

www.sportity.com



21 Awards

East Anglian Classic Historic Rally

Awards will be given as follows:

Overall Winning Crew: **The Alec Lobb memorial trophy + replica to the driver.**

The Gavin Leech memorial trophy + replica to the navigator.

2nd Overall trophies to driver and navigator

3rd Overall trophies to driver and navigator

Class M1 Master Cat 1 – 1st and 2nd trophies to driver and navigator

Class M2 Master Cat 2 - 1st and 2nd trophies to driver and navigator

Class M3 Master Cat 3 - 1st and 2nd trophies to driver and navigator

Class M4 Master Cat 4 - 1st and 2nd trophies to driver and navigator

Class E1 Expert Cat 1 - 1st and 2nd trophies to driver and navigator

Class E2 Expert Cat 2 - 1st and 2nd trophies to driver and navigator

Class E3 Expert Cat 3 - 1st and 2nd trophies to driver and navigator

Class E4 Expert Cat 4 - 1st and 2nd trophies to driver and navigator

Class N1 Novice Cat 1, 2, & 3 - 1st and 2nd trophies to driver and navigator

Class N2 Novice Cat 4 - 1st and 2nd trophies to driver and navigator

2nd in Class awards are subject to 6 or more starters in each class. The organisers reserve the right to amalgamate classes as they deem appropriate. No person may win more than one of the above awards

East Anglian Classic Run

Awards will be given as follows:

1st Overall – **The Tony Burchnall memorial trophy + replica to Driver**

The Secret Garage trophy + replica to Navigator

2nd Overall trophies to driver and navigator (subject to 6 or more entries).

East Anglian Classic Challenge

1st Overall trophies to driver and navigator

2nd Overall trophies to driver and navigator (subject to 6 or more entries)

22 Insurance

Vehicles must have a valid motor insurance policy which provides, as a minimum, 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, providing under the Event Road Section Scheme as an adjunct to an existing motor policy.

If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is a named driver on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 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. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to contact@reis.co.uk and providing the Drivers' name and date of birth, the date they passed their driving test and details of any motoring claims and/or convictions. Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Road Section scheme is provided by Reis Motorsport Insurance and underwritten by First Underwriting Limited.

The basic rate per driver for the Insured event, before any loadings is expected to be £65

Reis Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited.

Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

First Underwriting Limited who are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938).

Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

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 disqualification.

24 Driving Standards Observer

There may be AEMC and/or event observers appointed to the event who will be identified by means of a plain white decal on each side of their car. They shall be deemed Judges of Fact and Driving Standards Observers 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 their absolute discretion, observers shall be empowered to disqualify a competitor by removal of their time card and instructing the competitor not to continue or by acquainting the Clerk of the Course with their decision at the earliest practical opportunity.

Observers nominated for this purpose shall be Judges 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

Details of hotels and bed and breakfast accommodation in the area can be found online.

Please remember that Saturday evening supper, Sunday morning breakfast and Sunday lunch buffet at the end of the event are included in your entry fee.

26 Acknowledgements

Historic Rally Car Register

Bury St Edmunds Rugby Club

Norfolk, Suffolk & Cambridgeshire RLOs

Norfolk Police

Suffolk Police

Cambridgeshire Police

Motorsport UK route authorisation office

Mr John Hunter and Mr Peter Philp - Fowes Farm, Belchamp Otten

Mr Robert Gough - Lackford Estate, Lackford

Mr Hugo Upton, Mr Nick Sheppard - Park Farm, Red Lodge

Mr John Barron, Mr Ralph Grinding - Primrose Hill, Moulton

Hon Ben Fisher – Wretham Park, Thetford

Mr Robert Abrey, Mr Matt Abrey – Larkshall, Thetford and Snetterton

Mr Andrew Long OBE - Hall Farm, Bury St Edmunds

Mr Paul Rackham Jnr – Camp Farm, Bridgham

Anglia Motor Sports Club and its member clubs

All marshals and officials

...and all landowners and residents on route

27 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 Corbeau Seats Tending and Clacton Closed Road Stage Rally through the 'one and only' Preston Rally and stage rallies at Brands Hatch to grass roots motor sport such as Autotests, PCTs, Targa Rallies and 12 car rallies.

For more information on Chelmsford Motor Club or if you are interested in joining, please visit our website chelmsfordmc.co.uk

28 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 2026 East Anglian Classic, please contact our chief marshal at eac_chiefmarshal@chelmsfordmc.co.uk

Alternatively, you can register your interest online at www.chelmsfordmc.co.uk



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Pledge to **#RaceWithRespect**

By participating in a Motorsport UK event,
in any capacity, you are agreeing to follow the
values of the governing body's Respect Code.



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