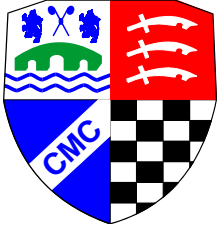


CHELMSFORD MC



CHELMSFORD MOTOR CLUB

is proud to announce the



The XPart Rally

Saturday 15th February 2014



In Aid of Help for Heroes



Acknowledgements

We would like to thank all those who have given time, money, land and their good wishes to this event.

In particular the following:

Landowners and Tenants

Including: Mr R Gough, Mr C Ryder, Mr R Abrey, Thurlow Estate, Mr J Barron, Matt Wilkins, Duke of Grafton.

The Quality Hotel, Bury St Edmunds.

Official Authorities

The MSA, Simon Fowler and Ian Davis and all at C.A.O.

RLOs: Essex (Ted O'Day), Suffolk (Gary Nicholls), Norfolk (Pat Ward), Cambridge (Dick Jarvis).

The police forces in Essex, Cambridge, Suffolk and Norfolk.

Help for Heroes (H4H) Event ID: tba

Sponsors

XPart
The Rover Centre (Jamie Turner)
Coburn Vehicle Systems Ltd (Rob Dominy)



Introduction

Chelmsford Motor Club is pleased to announce the XPart Rally.

The **XPart Rally** is a day/night endurance road rally for lightly modified two-wheel drive cars limited to 1400cc petrol, 2000cc naturally aspirated diesel, and 1400cc forced induction diesel engines, built to the Endurance Road Rally formula. This event will be run in support of **Help for Heroes**; last year this event raised over £3500 for charity.

Starting mid-morning on Saturday 15th February 2014, the route will be centred around Bury St Edmunds, with over 100 miles of selectifs at various venues in Suffolk, Cambridge and Essex, and some jogularity sections.

The day leg start will be from the Quality Hotel, Bury St Edmunds (the same hotel as last year, but with a new name), including breaks for a late lunch followed by a supper halt at the Quality Hotel. The supper halt is included in the entry fee. The day leg is approximately 200 miles with approximately 80 miles of selectifs and some jogularity sections between selectifs.

The night leg will be approximately 120 miles including 20 miles of selectifs and approximately 20 miles of simple navigation on tarmac lanes (full night leg road book issued at supper).

The event will finish with an awards presentation at the Quality Hotel, Bury St Edmunds. A special rate has been negotiated with the hotel for those crews who wish to stay Friday 14th / Saturday 15th and/or join the organisers in the bar after the event.

The route instructions will be straightforward. Tulip road books and marked maps will be provided and complemented with detailed selectif diagrams to ensure that crews of all abilities can complete the rally.

Chelmsford Motor Club, which celebrated its 50th anniversary in 2006, is noted for its high-quality and popular events organised by experienced competitors – winning the 2009 MSA / JLT Sport Club of the Year award. The club's results service using Liege timers and chips is one of the best in the country.

As usual, Andy Manston from **M&H Photography** will be covering the rally and this year the **entry fee includes two presentation prints**.

As an incentive to marshals we have £100 cash prize draw and a free supper for those marshalling both legs of the event.

We are delighted to be a round of the **2014 Sportway Tyres Endurance Road Rally Championship**: <http://www.endurance-rallying.co.uk>

The entry list will open on publication of these regulations. Further information and updates of route details and recce notes will be published on the CMC website.

You can enter and pay on-line at <http://chelmsfordmc.co.uk>. Please show confidence and commitment and enter early – should you wish to cancel a full refund will be given until seven days before the event.

Previous Winners: 2013 - Eamonn Byrne / Anthony Preston
2012 - Dale Glover / David Peters





Let's get one thing straight...

XPart have all the genuine replacement parts you need for a quality repair to an MG or Rover car... a network of 200 XPart AutoService centres in the UK and 400 in mainland Europe... plus a fantastic range of XPart ALL-MAKES tools, equipment and consumables to keep your garage or workshop in tip-top condition.

XPart, the original source of genuine replacement MG Rover parts for the two British marques has at least £15 million worth of stock available in the UK at any one time.

XPart ALL-MAKES, have a massive range of tools, equipment and workshop consumables from the brands that you know and trust: Autolamps, Champion, Comma, Eurolec, Jubilee, Nissens, Pearl, Sealey, Silverhook, Silverline, Suplex, Toolstream, Vege and Yuasa.

xpartautoservicecentre.com, visit our website and use the Centre Locator to find your nearest MG Rover and All-Makes vehicle service and repair centre or XPart Part's Distributor.

XPart is a division of Neovia Logistics (UK) Ltd

www.xpartautoservicecentre.com



Telephone **0870 609 2357**

XPart
Peckleton Lane
Desford
Leicester
LE9 9JU



1 Announcement

Chelmsford Motor Club will promote a National B Endurance Road Rally on the 15th February 2014. 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 round of the 2014 Sportway Tyres Endurance Road Rally Championship.

2 Permit and Competition Licences

The event will be run under a National B Endurance Road Rally Permit. All competitors will require a Competition Licence of National B or higher status (or equivalent Irish licence) valid for the event issued by the MSA and a membership card of one of the eligible clubs.

MSA Event Permit Number: 80309
MSA Championship Permit Number: 5/2014

3 Programme

The Provisional Programme (subject to alteration) will be:-

Friday 14th February

17:00 – 20:30 Scrutineering - Quality Hotel, Bury St Edmunds, IP32 7DZ.
Map ref. 155/867 638
Signing on and Start will be at Quality Hotel, Bury St Edmunds IP32 7DZ. Map ref. 155/867638.

Saturday 15th February

07:30 – 08:30 Scrutineering as above for those crews who have booked.
09.30 Compulsory Briefing for all competitors
10:00 Start of Day Route - approximately 240 miles with special tests (selectifs) at airfields and tracks in Suffolk, Norfolk, Cambridge and Essex, separated by un-timed road sections.
19:00 Evening supper halt at Quality Hotel, Bury St Edmunds IP32 7DZ. Map ref. 155/867638.
20:00 Start of the Night Leg – approximately 120 miles, with up to 20 miles of selectifs and a short navigational section.
00:00 First car completes the night leg – returning to the Quality Hotel, Bury St Edmunds 155/867638.
01:30 Provisional results published.
02:00 Awards Ceremony.



4 Officials

Rally Director	Jamie Turner 22 Brookmead, Meppershall, Beds, SG17 5SA Tel: 01462 814417 / 07850 127171 Email: littlelegs239@gmail.com
Clerk of the Course	Bob Blows 15 Park Road, Stansted, Essex, CM24 8PB Tel: 01279 814072 / 0771 252 6830 Email: blows.bob@googlemail.com
Deputy CoC (Day Leg) Deputy CoC (Night Leg)	Richard Atherton Brian Jaggs
Secretary of the Meeting	Colin Sutton Charity Farm Barn, Stanwell Green, Thorndon, Eye, Suffolk, IP23 7JL Tel: 07966 574 999 Email: colin@ado15.com
Entries Secretary Chief Timekeeper Results	Tony Michael The Finch, Main Road, Boreham, Essex, CM3 3JF Tel: 01245 466994 Email: arm@chelmsfordmc.co.uk
Chief Marshal	Paul Barrett 3 Prykes Drive, Chelmsford, Essex, CM1 1TP Tel: 01245 290902 / 07771 976761 Email: paulbarrett@chelmsfordmc.co.uk
Asst Chief Marshal	Dave Thompson Tel: 01245 221296/07800 731354 Email: dktmotorsport@sky.com
Radio Controller	Ken Paterson
PR Officer	Gordon Milbank Tel: 07827 668945
Chief Scrutineer	Rob Dominy 01328 856932 W/ 01485 528055 H/ 07747 798274 Email: cvs-vehicles@hotmail.co.uk
Environmental & Car Scrutineer	Claudia Aldridge Home: 01485 528055 / 07766 148776 Email: cvs-vehicles@hotmail.co.uk
Photographer	Andrew Manston: www.mandh-photography.co.uk
Stewards of the Meeting	Peter Joy, Dick Appleton, Gary Nicholls



All named officials and signed on marshals will be deemed to be Judges of Fact for the entire event for adjudication in accordance with SRs G10.1 and R8.1. The decision of a Judge of Fact is not open to protest.

5 Eligible Competitors

Competitors must hold a valid competition licence and be members at least one club that is a member of at least one of the following Regional Associations: AEMC (which includes Chelmsford MC), WAMC (which includes Ross & District MSC), ASWMC (which includes Oxford, Salisbury & Shaftesbury, Tavern, Minehead and Burnham MCs), EMAMC (which includes Matlock).

6 Eligible Cars

The main event is open to two-wheel drive cars built to the Endurance specification – R20. R18 also applies. Competitors' particular attention is drawn to the silencing requirements (R4.1). Vehicle noise must not exceed 98dB(A) @ 2/3 Maximum RPM at 0.5m. There will be noise tests before and during the event. No car exceeding these limits will be allowed to run. Adjustable suspension platforms are allowed; remote reservoirs (unless factory fitted) and gas discharge/LED lamps are NOT. Championship contenders should heed the championship rules regarding ride height, tyre type, and wheel size.

Interior Trim – R18.1.6 of the MSA Competitors' Yearbook is quite clear. The paragraph covers the trim and names the trim required: - This trim will include headlining, inside door panels, carpets and rear seats. On that basis, all carpets must be fitted. All cars to carry a small spill kit (R18.6.5)

First Aid kits, warning triangles, tow ropes and SOS/OK boards MUST be carried and crash helmets may be worn on selectifs.

Fire extinguishers as per Blue Book regulations are recommended and are mandatory for Championship cars.

It is mandatory to carry a groundsheet – these MUST be used at all time for servicing of the car.

Tyres shall be selected from Section L - List 4 (page 198 of the 2014 Blue Book). **For those entering the Endurance Rally Championship only Sportway R1 / R1+ tyres will be allowed.**

A full definition and some good guidance on technical regulations can be found in Appendix A of the championship regulations –

http://www.endurance-rallying.co.uk/downloads/errc2014_regulations.pdf

If you require clarification on any point then please feel free to contact the Chief Scrutineer.



7 Classes

1. Experts in petrol and forced induction diesel cars 1301 - 1400cc
2. Experts in petrol and forced induction diesel cars 1001 - 1300cc
3. Experts in petrol and forced induction diesel cars up to 1000cc and other diesel cars up to 2000cc
4. Semi-Experts in petrol and forced induction diesel cars 1301 - 1400cc
5. Semi-Experts in petrol and forced induction diesel cars 1001 - 1300cc
6. Semi-Experts in petrol and forced induction diesel cars up to 1000cc and other diesel cars up to 2000cc
7. Novices in petrol and forced induction diesel cars up to 1400cc and other diesel cars up to 2000cc

Expert - A crew with a driver or navigator who at the time of entry has finished in the top 3 of any Endurance Road Rally or at least 3 times in the top 5 of any National B rally in either capacity. Competitors who are experts in another relevant category of motor sport may also be considered experts. If you think you may fall into this category, please discuss it with the Clerk of the Course.

Semi-Expert - A crew who at the time of entry fall outside the definition of Expert or Novice.

Novice - A crew with both Driver and Navigator who at the time of entry have competed on no more than 5 National B Rallies. This class is intended for people new to motorsport. If you have experience in other forms of motorsport you should discuss this with the Clerk of the Course.

The organisers reserve the right to amalgamate classes should fewer than three entries be received for any one class.

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. Competitors' attention is drawn to General Regulations R15.1.4, 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 use of **intercoms**, **GPS receivers (R7.2.3 & R18.6.4)** and the carrying of spare **fuel cans** are prohibited - penalty is exclusion. Mobile telephones may be carried in competing cars in the interests of safety and may only be used in an emergency or on retirement. **NO photographic or video equipment** may be used in a competing car.



10 Identification

The organisers will provide rally plates and numbered identification that must be displayed at all times during the competition. Competitors not displaying proper numbers or decals throughout the event may incur exclusion or a lesser penalty, at the organiser's discretion. On retirement or completion, all identification shall be removed or covered up.

11 Entries

Entries open on publication of these SRs and will only be accepted if submitted on either the on-line (chelmsfordmc.co.uk) or paper entry form; the entry fee will be **£240**. Payment can be made using PayPal, bank transfer or with a cheque.

The closing date for entries is 8th February 2014. Entries received after this date cannot be guaranteed.

A list of accepted entries will be maintained on chelmsfordmc.co.uk no other acknowledgements will be sent out.

The Young Competitor trophy will be awarded to the crew member who is under 25 on the 15th February 2014. Please complete the relevant box on the entry form if you are eligible for this award.

The maximum number of entries is 65. The minimum is 40; **should this figure not be reached by the 8th February 2014 the event will be cancelled.**

Team Entries comprising three cars may be made. Team entries may be made up to 08.30 on 12th February 2014. The minimum entry fee for each team is a £5 donation to Help for Heroes. Crews may be a member of more than one team.

Entries cancelled after the closing date may be refunded at the discretion of the organisers.

12 Route

The total length of the route will be approximately 300 miles. It will comprise primarily of surfaced roads with some sections of smooth airfield and tracks.

The Day Leg will be about 200 miles with fuel available en-route. We expect that there will be over 80 miles of mixed-surface special tests on the day route, and some regularity sections.

The Night Leg will be about 120 miles consisting of approximately 20 miles of selectifs, 20 miles of navigational regularity and standard sections on public roads.

The entire route will be defined by Tulips & marked maps for the road sections and detailed diagrams for the selectifs.

13 Route Instructions

A road-book containing tulip diagrams and marked maps covering the road sections between Main Time Controls, Test Venues, Petrol Halts, Rest Halts and the location of black spots and give way junctions will be given to competitors when they sign-on.



A second road book of tulip diagrams and marked maps for the entire night route will be issued at the supper halt.

On the night route, General Regulation R9.1.3 requires cars stop before entering any road protected by a stop, halt or give-way sign or joining a road of a higher status as shown on the map or as defined in the route instructions. Stopping is defined as ceasing all forward movement before crossing and within 10 feet of the road markings or where the markings should be. The penalty for failing to do so is exclusion.

On the day routes, 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 (R9.1.4)

The route covers OS 1:50000 (Landranger) Second Series maps numbers: 144, 154 & 155. maps will NOT be required as (licensed) colour copies of relevant map sections will be provided for those competitors wishing to plot the tulip diagrams.

14 Quiet Zones

Along the route the organisers may establish Quiet Zones. In a Quiet Zone, competitors must use dipped lights and drive 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 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 exclusion.

15 Road Section Timing and Control Procedure

The rally will be run under Scheduled Time R12. The following types of control will be used (R10):

- (i) **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.
- (ii) **Time Controls (TC)** at intermediate points on the night route where competitors' times will be recorded. Time Controls will be denoted TTC at the end of a Transport section, NTC at the end of Neutral, STC at the end of a Standard section and IRTC for the middle of regularity sections. IRTCs will be timed to the second.
- (iii) **Passage Checks (PC)** at intermediate points during the night leg where marshals must sign competitors' Road Books
- (iv) **Route Checks (RC)** at intermediate points during the night leg, competitors must record the letters displayed on a board as proof of passage. Any unmanned TC or PC shall be treated as an RC.



- (v) **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.
- (vi) **Selectif Starts and Finishes (SS and SF)** 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 will be indicated by a control board. Competing cars may enter the control in the minute preceding their due time, **BUT NOT BEFORE**, but timing is strictly on presentation of timecard.

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. This equipment is considered as part of the time card and must be returned to the organisers with the damage declaration.

Competitors will start at 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 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 end of each leg 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. On the Day Leg you will be penalised for lateness at the Start Control of the leg. The regularity sections on the day leg have an allowance of plus or minus 5 seconds on due time with no penalty.

On the Night Leg you will be penalised for lateness at the Master Time Control at the start of the leg, and at time controls at the end of standard and regularity sections. There are no penalties for lateness at controls at the end of Neutral or Transport Sections other than Maximum Permitted Lateness.

There will be some intermediate Time Controls prior to Special Tests. Competitors 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 instructed in writing, 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.



16 Special Tests (Selectifs)

During the event there will be a number of tests timed to the second.

Timing on Tests may be either by means of separate Start and Finish clocks or 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 in the control zone. 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 (20 seconds added). A competitor who reverses back will be given the Maximum Time.

It is possible that cars will 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 maximum 40mph average speed. A Maximum Time for each Test is up to 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 | 10 seconds per occasion added |
| e | Failing to stop astride a line, including finish line, correctly | 20 seconds per occasion added |
| f | Making a false start, taking the wrong route or otherwise failing to complete the Test (includes making no attempt to stop astride, missing or driving through a pair of lettered gates from the wrong direction) | Assigned Maximum Time |
| g | Not attempting a test. | Assigned Maximum Time |
| h | Additional penalties for specific requirements of a test | As defined in the Road-book |



17 Night Leg

The Night Leg will use the following 30mph or less road section types: Standard, Regularity, Neutral and Transport and Special Tests (Selectifs) timed at 40mph or less. There will be no lateness penalties at Time Controls at the end of Transport or Neutral Sections except for Maximum Permitted Lateness.

Timing is on presentation of time card (i.e. if you arrive early you may wait for your time to come up). Competitors late at one TC may be an equivalent amount late at the following TC without further penalty (Penalty Free Lateness).

Competitors may reduce this lateness (make-up) at the end of a Transport or Standard section, provided that in doing so they do not take less than three-quarters of the intermediate time allowed on sections greater than 4 miles – R12.7. The amount of time that may be made up will be clearly shown on the timecard. Competitors taking less time will be penalised 1800 marks for the first occurrence and excluded for the second time.

The maximum penalty that may be incurred at any one time control for lateness and/or failure to visit within Maximum Permitted Lateness and/or wrong direction of approach and/or departure is 1800 marks.

Competitors missing one or more time controls may book in without further penalty at the next TC visited at their scheduled time provided that the TC is at the end of a Standard Section. They may alternatively carry forward all or part of their Penalty Free Lateness. If the next TC the competitor visits is at the end of a Neutral Section, he may not make-up any time and must carry forward all Penalty Free Lateness.

During the Night Leg, there will also be Passage (manned) and Route (unmanned) checks. The penalty for missing such a check will be 300 marks (equivalent to 5 minutes' lateness). Passage and Route Checks and Time Controls must be visited in the correct order; marshals at Time Controls following Route Checks will be instructed to cancel blank RC spaces on competitors' Time Cards. The abbreviation PC will be used to denote both types of check during the rally.

There will be selectifs on the night route - SR 16 applies.

18 Penalties

General Regulation R13 is modified as follows: Penalties will be expressed as marks lost as follows:

- | | | |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| B | Not reporting or OTL at any Time Control, wrong direction of approach or departure from such a Control. | 1800 marks |
| C | Not complying with other requirements of the Time Cards, Route Cards and other written instructions including visiting a control more than once. | 900 marks |
| D | Not visiting a Passage Check; not recording the information required at | 300 marks |



	a Route Check; wrong direction of approach or departure from a Passage Check; visiting a Passage Check or Route Check out of order.	
E	Booking in at a Main Time Control or a Standard Time Control before Schedule Time, per minute.	120 marks
F	Late booking in at any Start Control of each leg (MTC), per minute.	60 marks
	Late booking in at a Standard Time Control (STC) on the Night Leg, per minute.	60 marks
	Early / Late booking in at a Intermediate Regularity Time Control (IRTC) on the Day Leg, per second with a penalty free allowance of 5 seconds for early or late arrival	1 mark
	Early / Late booking in at a Intermediate Regularity Time Control (IRTC) on the Night Leg, per second.	
K	Breach of a statutory requirement concerning the driving of a motor vehicle	1800 marks
L	Contravention of R12.7 - 3/4 rule, first offence	1800 marks
U	Failure to observe Quiet Zone	Exclusion

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

Ties will be decided on a 'furthest cleanest' basis.



19 Results and Protests

Provisional results for the Day Leg will be published by, or as soon as possible after, 20:00. Provisional results for the rally will be published by, or as soon as possible after 00:30 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. 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 and appeals must comply strictly with C5-7.

Final results will be made available at chelmsfordmc.co.uk and will be sent on request to the email or postal address supplied on the entry form.

20 Awards

Awards will be given as follows:

Overall Winning Crew **The Rover Centre trophy** and replicas to driver and navigator.

2nd Overall Trophies to driver and navigator

3rd Overall Trophies to driver and navigator

Class Awards **Trophies to 1st driver and navigator, and 2nd in a class**
1st and 2nd in class **with 8 or more starters**

No person/crew may win more than one of the above awards

1st Team of three cars Trophies to driver and navigator

1st CMC Crew Trophies to driver and navigator.

1st Young Competitor The Robert Abbott⁺ Trophy

+ A young man who sadly passed away whilst enjoying the open road on his motorbike. An active member of Watling Motor Club who, along with his father and brother, form part of a successful motorsport family.

All named Trophies remain the property of the Chelmsford Motor Club and must be returned after 11 months or upon request, whichever is the earlier.



21 Insurance

All competitors must have valid insurance while driving on the public highway during the event. 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**. 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 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



22 Assistance

No 'servicing' / organised assistance will be allowed. Pre-arranged servicing, support, tyre dumps or "chase cars" are all expressly prohibited. 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 and / or the supper halt. The penalty for breach of this regulation is exclusion – R13 (o).w

23 MSA & AEMC Observer

There will be a MSA & AEMC 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 G11.1 and G11.2 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.

24 Accommodation

Overnight accommodation has been arranged at the Quality Hotel, Bury St Edmunds (just north of the A14 / A134 (south) junction) at the special rate of **£50 per crew per night** (based on two sharing a twin or double room) for bed and breakfast. This rate is available for Friday and/or Saturday night.

Please note that all hotel bookings must be **BOOKED DIRECTLY**, the organisers cannot guarantee room availability. To book a room please phone 01284 760 884 and quote 'The XPart Rally'.

25 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 XPart Rally, please come out and marshal, you will enjoy the event this way too!

As an added incentive we are offering a £100 cash prizes draw.



THANK YOU

The organisers of the XPart Rally 2014 would like to express their thanks to all those who have assisted us in putting on this event - without their support it would not be possible.

Thanks are also due to you, the competitors – without you there is no event, nor donation to Help for Heroes - an extremely worthwhile cause.

We would like to give special thanks to the generosity of the following companies :-



**ROVER
CENTRE**





Paul McIlroy - TPM Photosport

Specialist sport requires specialist insurance

If you're involved in motorsports you will want to be confident that your insurance is providing you with the protection you need.

Our toolbox of motorsport insurance products includes:

- ◆ Road section insurance for events & organisers
- ◆ Road insurance for rally cars, support vehicles, motor homes, rescue units and trailers
- ◆ On event accident damage cover
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