

CHELMSFORD MOTOR CLUB

The Preston 2017

2nd – 3rd December 2017

Sponsored by Preston's Garages, Writtle, Chelmsford

The 39th running of the '*One and Only*'



East Anglian Air Ambulance



The Preston

1978~39 Years~2017

Cover: Last year's winners: Stefan Taylor / Adrian Gladwin (Proton Coupe)
Photograph courtesy of Andy Manston [M&H Photography]

'Prestonaires' (Past Winners)

2016	Stefan Taylor	Adrian Gladwin	Proton Coupe
2015	Ian Ainsworth	Richard Hage	Proton Coupe
2014	Jamie Turner	Georgina Clark	MG ZR
2013	Owen Turner	Andrew Dadswell	MG ZR
2012	Owen Turner	Andrew Dadswell	MG ZR
2011	Simon Harrison	Paul Bosdet	Subaru Impreza 2WD
2010	Ian Ainsworth	Richard Hage	Proton Coupe
2009	Andy Baker	Adrian Gladwin	Peugeot 205
2008	Owen Turner	Andrew Dadswell	Rover 214
2007	Owen Turner	Andrew Dadswell	Rover 214
2006	Martin Betts	Richard Hage	Ford Escort MkII 2100
2005	Steve Monk	Pip Clode	Toyota Corolla GT
2004	Simon Harrison	Paul Holmberg	Ford Escort Mk II 2000
2003	Steve Webster	Roger Hage	Subaru Impreza
2002	Andy Baker	Lee Burgess	Peugeot 205
2001	Steve Webster	Roger Hage	Subaru Impreza
2000	Martin Payne	Alan Ogden	Audi 100
1999	Malcolm Russell	David Howe	Opel Manta
1998	Martin Self	Martin Smith	Toyota Corolla
1997	Mike Biss	Cath Woodman	Vauxhall Nova
1996	Sarah Harmer	Cath Woodman	MG Maestro
1995	Mike Biss	Cath Woodman	Vauxhall Nova
1994	Pete Gregory	Pete Tilling	Vauxhall Astra
1993	Dave Taylor	Jim Bowie	Mazda 323
1992	Mike Biss	Adrian Gladwin	Opel Ascona
1991	Dave Taylor	Jim Bowie	Opel Ascona
1990	Paul Wright	Brian Otridge	Ford Escort Mk I
1989	Brian Henderson	Brian Otridge	Ford Escort 2000
1988	Brian Henderson	Brian Otridge	Ford Escort 2000
1987	Dave Taylor	Dave Senior	Ford RS2000
1986	Mike Biss	Roy Hurst	Vauxhall Astra 1300
1985	Mick Shotter	Pete Turner	Ford RS2000
1984	Donald Fowler	Andy Berry	Sunbeam 2000
1983	Tony Wardle	Tom Bigwood	Ford RS2000
1981	Ian Rowles	Herman Ruijsenaars	Ford Escort RS2000
1980	John Powell	Bernie Baker	Opel Kadett GTE
1979	John Barlow	Nigel Booth	Ford Escort 1600
1978	John Powell	Bernie Baker	Ford Escort BDA

Acknowledgements

Mr Bill Preston & Family, and all at Preston's Garages Ltd, Writtle, Chelmsford
The East Anglian Ambulance NHS Trust Ambulance Workshops (Mr Mick Lovelady and staff – Start venue)
The Motor Sports Association (Mr Ian Davis, Mr Simon Fowler and Mrs Andrea Russell)
Cambridgeshire, Suffolk and Norfolk Constabulary
MSA Route Liaison Officers for Cambridgeshire, Norfolk and Suffolk
Forestry Commission (Ms Nicky Russell)
Forestry Liaison Officer (Mr Robin Hernaman)
Ministry of Defence - Landmarc Services Ltd (Mrs Sheila Smith and TSO Caleb Smith)
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The owners, agents, managers, tenants & staff of all private property incorporated into the event route
The Management & staff at the all Rest Halt venues
Breckland Landrover Club Ltd (Rescue)
Andrew Manston (M and H Photography)
All residents along the event route
All marshals, other officials and volunteer helpers
You

**The Chelmsford Motor Club wishes to offer sincere thanks to all of the above,
without whom 'The Preston' would not be possible.**

The Preston 2017

INTRODUCTION

Welcome to the thirty-ninth running of the '*One and Only*' Preston, sponsored as always by Preston's Garages Ltd of Writtle, Chelmsford, Essex. In keeping with the last 19 years, this year we will once again be supporting the East Anglian Air Ambulance charity.

This year the event will run as a closed to club event to help foster interest from some novice crews and is in direct response to competitor feedback. This means that all competitors must be members of Chelmsford Motor Club. A current MSA license is not required. Membership of Chelmsford Motor Club up to the end of the calendar year is included in the entry fee.

Following the generous and positive comments from the last four years and 2016 in particular, we will not be changing the format in any significant fashion. The only changes will be those based on competitor feedback received from last year's event and few 'back office' type changes that the organising team identified. As in 2016, the route will have reduced in mileage to allow more make-up time at petrol halts and there will also be more make-up time between sections. This will ensure that other than mechanical failure all crews should stay within overall time limits. Last year we still had a few competitors who considered the Preston too rough although others thought it not rough enough. This year we would like to maintain the same balance as last year but it is important to note that with the changing tracks due to weather and farm use, a smooth track on set up on the Friday can prove to be quite different on the night, Berners Heath last year is a good example. We would assure crews who may be undecided that we are trying really hard to create an event that will appeal to all. The current organising team have used the learning experience from the past 10 years to hopefully try and run the 'perfect' event. Perhaps impossible considering all the aspects that could affect the event but nonetheless it is still our objective.

The team have been very busy over the past few months seeking new land to use. We are hopeful of securing some new route in preparation for the 2017 event.

As usual 'The Preston' will start from the East of England Ambulance workshops on the A11 at Barton Mills and as last year we will finish at Elveden Estate restaurant. The Elveden Estate is one of our main supporting landowners so it will be good to return some 'income' for their support for their traditional full English breakfast. Trailer parking will be available at the finish venue. In keeping with other Chelmsford events, this year's entry fee includes one free 'on event' photograph courtesy of Andy Manston (M&H Photography).

The route itself will continue to be challenging, with the accurate timing used in previous years. There will be the occasional horrendously overgrown narrow bits, numerous bumps, yumps and thumps. The last two years it has been quite dry, this year expect puddles you can lose a car in and the infamous Preston mud! Furthermore, all this will be within a twenty-mile radius of Elveden, Suffolk, around 160 miles in total with 3 petrol halts. Currently there will be around 20 sections with the 'mileage that counts' amounting to approximately 120 miles and as ever about 90% of that will be un-surfaced.

The Preston is a 'navigational rally' and as such the navigator will have a significant role. To aid navigators we will once again provide relevant maps in A4 size.

As always you are all advised to prepare yourselves and your cars in the traditional 'Preston way'. Regulars will know what this means. If you are new to the Preston, everything that you've heard, and more, is true!

We require that all entrants carefully read and fully understand these Supplementary Regulations, especially SR 8 (concerning entries). Get your entries in quickly as they are sure to be in great demand as usual. Please note that Final Instructions will be published on the CMC website only, and not sent by post.

With the recent law change that removed the need to display tax discs, it is your responsibility to ensure that the vehicle is taxed and MoT'd if applicable. We will not be undertaking internet checks to confirm this.

Competitors are reminded to read the instructions especially in relation to the use of 'Headsets'; we will need to see your MSA approval for the current year.

In the recent years we have received reports of one or more competitors using a 'chase car and/or external service crew'. We would hope this rumour is unfounded but just in case, anyone caught using the services of a chase car or receiving external service support will be excluded. This is not in the spirit of this event and the organising team are very mindful to keep this event within the rules of a navigational road rally.

Single colour for entered cars (unless colour scheme is as manufactured, for example Mini Cooper with white roof) will be rigorously enforced.

As always we need many marshals, so if you cannot compete, please register as a marshal using the link on the right hand side column of the website under 'Marshalling Events' or contact Luis Gutierrez Diaz or Jim Bowie, their contact details are given later in these regulations. Marshalling is a vital role for any event, but the Preston requires about 100, so you will be very welcome and very much appreciated. Those of you intending to enter, please try hard to get some friends to marshal.

Whatever your role, we look forward to welcoming you all on the big night!

Please note, the current team are committed to running this event until its 40th anniversary, we really do need continued support in the form of entries to achieve this milestone.

Brian Jaggs, Clerk of the Course, on behalf of the Organising Team

Prestons Garages
Brockley Road Bodyworks

Artistic impression of the new site

New look forecourt
same great local service

Harvest energy

Prestons Garage, Writtle are pleased to announce that they are soon to change their forecourt to the clean and refreshing **Harvest Energy** brand.

Logos for car brands: ROVER, MINI, NISSAN, AUDI, MAZDA, VW, JAGUAR, CITROËN, LAND ROVER, CITROËN.

Skoda Octavia vRS



Skoda Fabia WRC Not on last years 'One and Only'!



Preston's Garages Ltd

2-4 Lordship Road, Writtle, Chelmsford, Essex CM1 3EH

01245 420262

www.prestonsgarages.co.uk

Supplementary Regulations

1. Status

Chelmsford Motor Club will organise a 'closed to club Clubman' status navigational road-event on 2nd - 3rd December 2017. The event will start at Barton Mills, Mildenhall, Suffolk and finishing at the Elveden Estate, Elveden, Thetford, Norfolk. The event itself is sponsored by Preston's Garages Ltd. of Writtle, Chelmsford.

2. Jurisdiction

The event will be governed under the General Competition Rules, Standing Supplementary Regulations of The Motor Sports Association Ltd. (Incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any other written instructions the organising club may issue for the event.

3. Authorisation

MSA Permit Number: 100054

DOE Authorisation Number: TBA

4. Eligibility

The event is open to crews of two persons (in an eligible vehicle), who are:

- a) All fully elected members of the organising club

MSA Competition licenses are not required. Membership of Chelmsford Motor Club up to the end of the calendar year is included with the entry fee if needed.

5. Proof of Membership

All participants must produce a valid club membership card, which will be inspected at signing-on. [H 22.1.1-4] For competitors joining for this event, membership cards will be provided.

6. Championships

The event is not a round of any championship.

7. Details of Event

The Start is at East Anglian Ambulance Workshops, Milford Service Area (A11), Barton Mills, Suffolk, MR (154) SW 726½739. The Finish is at The Elveden Estate, A11 Elveden, Thetford, Norfolk, MR (144) 822½802. Total mileage will be approximately 160 miles on all classes of road (a high percentage being unsurfaced); the route will be divided into 4 legs. Fuel requirements for each leg will be advised at the Start.

Scrutineering will commence with the noise test at 18:30 hours, followed by main scrutineering. Participants must report to the noise test first, at 18.30 plus their start number in minutes. Participants not signed-on one hour before their due start time may be excluded. There will be a compulsory briefing for all participants at 21:15 prompt. Crews will start the event at one minute intervals starting at 22:00 hours.

This time schedule will be confirmed in the Final Instructions.

The Final Instructions will be published on the Chelmsford Motor Club website only (chelmsfordmc.co.uk), on Monday 28th November 2017. These are deemed to be part of, and carry the same force, as these Supplementary Regulations.

The event will contain Standard, Transport, Regularity and Neutral sections on private land and the public highway. Cars will be identified by their registration number, and by 'start number' stickers supplied by the organisers.

The route will traverse O.S. Landranger maps 143, 144, 154 and 155 (latest editions) although these are NOT required as the road book, issued at MTC1, will carry high-quality colour extracts of these, reproduced under licence, marked comprehensively showing all necessary route details and more. This marking will be done by the Clerk of the Course personally, who is an experienced road rally navigator. You may transfer this to your own maps in your own style but we think this will be unnecessary. Map 144 may be useful however as much of the route is on this map.

In addition to the requirements of the GRs, participants are advised that for the sake of maximum possible safety, given that much of the event traverses rough unsurfaced roads, the organisers think it wise to use, and recommend the use of, a vehicle fitted with safety equipment such as a 'roll cage', 'bucket' seats, 'harness' seat belts etc., to carry suitable fire-extinguishers, and mobile cellular telephones for communications in the event of emergency. Competitors will be required to carry water and a cloth/sponge to ensure that lights, number plates and windscreen are clean when travelling on all neutral and transport sections.

8. Entries

The maximum number of entries is 70, the minimum is 50. Should this figure not be reached, the organisers reserve the right to cancel the meeting.

The entry fee is £150. This includes two breakfasts, full-colour map road-book, and free 'on-event' photograph, courtesy of M & H Photography and crew membership of Chelmsford Club until the end of 2017. Chelmsford Motor Club will also be donating £10 per entry to the East Anglian Air Ambulance charity.

Entries open on Saturday 7th October 2017 and will only be accepted if submitted on either the on-line website at (chelmsfordmc.co.uk) or via the paper entry form. Entries will only be accepted with payment in full. Payment can be made by cheque, bank transfer or on-line with Pay Pal. Post-dated cheques will not be accepted. Entries at the normal entry fee close at 12:00 on Saturday 25th November. All entries must be submitted on the official entry form and accompanied by the appropriate fee.

Accepted entries cancelled before 12:00 on Saturday 25th November 2017 will be refunded in full. A refund of the entry fee after this date will be at the organisers' discretion and after deduction of all costs incurred.

Seeding will be primarily based on Preston results over the past 3 years and the Organiser's subjective consideration.

9. Classes

The event will consist of three classes as follows:

- a) Experts: Either crew member having finished in the top 5 of a similar or higher status event.
- b) Semi-Experts: Those crews not eligible for classes a) or c).
- c) Novices: Neither crew member having won an award other than a team, marque or finisher's award, on an event of National B or higher status.

10. Awards

These will be as follows:

Overall	1st Driver	The Preston Trophy & replica
	1st Navigator	The Cowing Trophy & replica
	2nd Overall	Two awards
	3rd Overall	Two awards
	4th Overall	Two awards
Semi-Experts	5th Overall	Two awards
	1st Semi-Expert	Two awards
	2nd Semi-Expert	Two awards
	3rd Semi-Expert	Two awards
Novices	1st Novice	Two awards
	2nd Novice	Two awards
	3rd Novice	Two awards
Spirit of the Rally	Spirit of the Rally Trophy (donated by Dave Taylor)	
Total Commitment Trophy	The Ray Heathcote Trophy	
Best Chelmsford Motor Club Driver	The Bernard Ward Trophy & replica	
Best Chelmsford Motor Club Navigator	The Eileen & George Trophy & replica	

To be eligible for Best Chelmsford awards the Driver and Navigator (do not have to be crewed together) must have full year membership, i.e. not joined as a result of this event.

Other awards may be announced in the final instructions at the organisers' discretion. Participants may win more than one award, except for first overall. All named trophies remain the property of The Motorsport Club of Chelmsford Ltd. and are retained for eleven months, or until such time as the Club requests their return. Awards will be presented at the end of the event as soon practicable after the results are declared final.

11. Officials

The officials of the event are as follows:

Clerk of the Course	Brian A Jaggs, 20 Mayne Crest, Chelmsford, Essex, CM1 6UB Tel: 01245 468763 (h) 07977 051241(m) e-mail brian.jaggs@blueyonder.co.uk	
Deputy CoC	Bob Blows, 15 Park Road, Stansted Mountfitchet, Essex, CM24 8PB Tel: 01279 814072 (h) 07712 526830 (m) e-mail blows.bob@googlemail.com	
Secretary of the Meeting	Colin Sutton, c/o Unit 3, Shingle Hill, Denham, Suffolk, IP21 5EU Tel: 07966 574999 (m) e-mail sutnav@btinternet.com	
Entries Secretary	Tony Michael, The Finch, Main Road, Boreham, Chelmsford, CM3 3JF, Essex Tel: 01245 466994 (h) e-mail arm@chelmsfordmc.co.uk	
Chief Marshal	Luis Gutierrez Diaz Tel : 07847 600598 (m) e-mail luisgutierrezdiaz@yahoo.es	
Assistant Chief Marshals	Jim Bowie Tel :07799 535190 (m) e-mail jimbowie555@yahoo.com	
	Richard Milbank Tel : 07733 797855 (m) e-mail rich_m@live.co.uk	

Safety Officer	Simon Howlett
Event Manager	Brian Milbank
Stewards	Mike Biss , Ian Mephram and t.b.a.
DSO	Gordon Milbank
Results Officer / Timekeeper	Tony Michael
Chief Scrutineer	Mark Barham
Public Relations Officer	Gordon Milbank
Equipment Officer	Geoff Lobb

Please do not phone officials after 9pm.

12. Results

Provisional results will be announced in accordance with H35 and R15. Protests must be made in accordance with H 35.1.6-7 and C 5.1 and C5.2. Final results will be posted on the Chelmsford Motor Club website within seven days.

13. Route Definition

Time cards for the whole route will be issued at signing-on, together with petrol halt details, and time schedule.

Route information will be issued to all participants in the form of a Road Book at MTC1 at their scheduled time. These documents will enable participants to comply with R 14.1 and R 33.1. Participants will be required to make up lateness at the rest halts and possibly at other points along the route, as indicated in the Road Book and / or Timecards. Manned controls will be preceded by a board approximately 50m from the control location. In the event of a control or passage check being unmanned, it will be replaced by a code-board, which should be entered in the appropriate space on the time card. Code-boards at TCs automatically convert them to passage checks. It is the responsibility of the crew to correctly record all code-board letters.

14. Give Way Junctions

At all junctions so notified to participants, the car must have ceased forward motion *within* a 3m distance *prior* to the white line (or where the white line would normally be positioned). Judges of Fact will be on duty at some Give Way junctions to ensure compliance.

15. Timing

Timing will be from marshals' clocks using the scheduled time system, as per R 12.2.1 and R 12.2.2). Timekeepers will be judges as per R 24.7. There will be five types of sections as follows:

STANDARD:	As per R 10.2	NEUTRAL:	As per R 10.3
REGULARITY:	As per R 10.4 & R 11.1	TRANSPORT:	As per R 10.5

All Regularity sections will contain one Intermediate Control at which participants are required to stop to record a time.

An electronic time logging system will be used, requiring competitors to carry, and make available when required, equipment provided by the organisers. This equipment is considered as part of the time card and must be returned to the organisers with the damage declaration.

16. Boards

The following boards will be used during the event:

'NO'	To define a barred route.
'Q'	To define the start of a Quiet Zone.
'Q'	To define the finish of a Quiet Zone.
'I'	To warn of an unmarked hazard.
'Right pointing arrow'	To advise keep right.
'Left pointing arrow'	To advise keep left.
DIP	Means DIP lights, not dip in road
'Control'	To define the entry to a time control, passage check, or secret check.
'DSO'	Driving Standards Observer

17. Modifications of GRs

All GRs of the MSA apply as written except for the following, which are modified or additional:

- (i) It is a condition of entry that participants carry any advertising material so supplied by the organisers.
- (ii) Competitors will be required to display competition plates.
- (iii) The organisers reserve the right to establish undisclosed checks during the event for the purpose of observing maintenance of time schedule and route.

- (iv) Controls will open 30 minutes before the scheduled time of the first car and close 31 minutes after the scheduled time of the last car. Maximum permitted penalty-free lateness will be 30 minutes & 59 seconds at all controls (i.e. 'OTL' time is 31 minutes).
- (v) Participants will be required to reduce lateness at any fuel / rest halts,
- (vi) To be classified as finishers, both crew members must report to each main time control and the final finish control within their time limit, and in the car in which they started.
- (vii) Four-wheel drive vehicles are not permitted. Off-road vehicles are not permitted. Vehicles with turbo-charged or super-charged engines are not permitted. In the event that clarification is required please contact the Clerk of Course whose decision is final.
- (viii) All vehicles must have a fully protected driver/passenger compartment with conventional roof, doors etc and wings to cover wheels as opposed to mudguards. In essence, they must give the external appearance of being a standard road going car as anything else may give the wrong impression to landowners and residents along the route who have been told the types of vehicles that will enter. Vehicles must have interior trim and seats as when first made, although carpets can be removed.
- (ix) 'Sun-strips' bearing any writing or markings WHATSOEVER will not be permitted on either front windscreens or rear windows of participating vehicles; PLAIN 'sun-strips' (i.e. with no writing or markings whatsoever), are permissible.
- (x) 'Gas-discharge' or LED lights are not permitted. 'Under-body' lighting (such as neon) of any kind is not permitted except in the engine and boot compartment for use whilst stationary.
- (xi) All participants must carry an 'OK / SOS' board and 'spill kit'. (R18.6.5)
- (xii) Cars must be taxed and where applicable have a current MoT certificate.
- (xiii) All participants are required to carry water and a cloth/sponge for cleaning lights, number plates and windscreen.
- (xiv) Competitors approved by the MSA to wear headsets on a road rally MUST bring a current MSA authorisation acknowledging a medical condition and present it at signing on. (R7.2.3)
- (xv) Use of Chase Cars / External Servicing is not permitted
- (xvi) Self-servicing outside or opposite occupied housing where it is possible that residents could be woken or within Quiet Zones within competitive sections is not permitted.
- (xvii) Starting regularity section before time recorded on section start clock (Jump Start)
- (xviii) Verbal abuse to any event official likely to cause offence is not permitted
- (xix) Infringements within Quiet Zones, excess noise, dirty screens or lights may result in any Event Official or Marshal seizing time card.
- (xx) Competitors should dip all lights at the approach to manned controls.
- (xxi) The results preparation area (not the displayed results board) at the Finish venue is an event Blackspot.
- (xxii) Competitors should ensure towing eyes are already attached to vehicle to aid recovery if required
- (xxiii) Cars MUST be one colour unless manufactured in two colours, example Mini Cooper with white roof.

18. Penalties - The time system will apply, modified as follows:

(e)	Arrival before scheduled time at any control	5 minutes per minute
(i)	Driving a neutral or transport section with number plates	30 minutes
	and lights that are not visible as per the Road Traffic Act	2 nd Offence Exclusion
	or a dirty windscreen or rear screen that <u>may</u> impair driver vision.	
(ii)	Entering a Black spot	Exclusion
(iii)	Use of a 'chase car' (R 7.2.4)	Exclusion
(xvi)	Servicing likely to disturb residents	Exclusion
(xvii)	Jump Start	1 Minute
(xviii)	Verbal abuse towards any event official	Exclusion
(xix)	Infringements within Quiet Zones	Exclusion
(xxi)	Entering Finish Results preparation area	Exclusion
(xxii)	Cars more than one colour	Will not start

19. Photographs

The official photographer for the event will be M&H Photography www.mandhphotography.co.uk

Photographs will be emailed directly.

20. Scrutineering & Noise

Cars will be tested for noise, roadworthiness, eligibility and vehicle regulations [J 5.17]. At least two noise checks will be established in accordance with R 4, one of which will be at the start of the event. Cars exceeding 86dB at 2m at 2/3rd max engine rpm will be excluded. [J 5.18] Parts of the silencing system of a temporary nature will not be allowed.

22. Damage Declaration

Having finished or withdrawn from the event participants will be required to complete and sign a Damage Declaration form, supplied by the organisers. Any information given will not incur a penalty, but failure to hand a duly completed form will be penalised with exclusion. **Participants will not be classified as finishers unless the declaration is submitted at the final time control along with their time card** (inside the finish venue). Those who do not complete the event are required to forward their completed declaration and timing equipment (R 15.1.3 to the Secretary of the Meeting within 72 hours of the finish of the event.

23. Judges of Fact

Judges of fact will be defined at the start of the event, and will adjudicate in accordance with R 24.7. All signed-on marshals will be judges of fact, expressly for checking cleanliness of lights, number plates and front and rear windscreens on transport and neutral sections and can therefore apply the penalties in 18(i) above.

24. Driving Standards Observer (DSO)

The official DSO will be identified by means of a plain white decal on each side of the car. In accordance with the GRs of the MSA, they will be deemed a Judge of Fact, and a DSO as per R 8.3 With regard to the former, and at his absolute discretion, the DSO shall be empowered to exclude participants, either by immediately withdrawing their Time Cards and instructing him/her not to proceed, or by informing the Clerk of the Course at the earliest practical opportunity.

The DSO shall exercise such powers in respect of any participants employing auxiliary lights in a Quiet Zone (other than in conditions of fog or falling snow), undue noise, damage to vehicle, speed, or failing to stop at a give-way junction, or the wearing of crash helmets on the public highway, or any behaviour deemed detrimental to good public relations during the event.

25. Insurance

All participants must have adequate insurance cover for this event. The Club has applied to JELF Group plc for a Blanket Cover Note. This will provide participants 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 £16.00.

New applicants wishing to use the Scheme must be able to comply with all points of the JELF Group plc Declaration:-

- ◆ **Over 21 and Held a Full Licence for at least 6 months**
- ◆ **Not more than 1 fault accident in last 3 Years**
- ◆ **No more than maximum of 6 speeding points on licence**
- ◆ **No physical or mental disabilities**
- ◆ **No other material facts to disclose**

If able to comply with all points above simply sign on Signing On Form for Insurance - **No Letter of Acceptance will be issued.**

If unable to comply with any of above points complete the Declaration Form itself and forward either to the Club or direct to Jelf Insurance Partnership prior to the Event to allow sufficient time for Letter of Acceptance to be issued. **Faxed copies are acceptable**

Jelf Insurance Partnership

Partnership House, Priory Park East, Hull, HU4 7DY, Telephone 01482 388597

E-Mail motorsport@insurance-partnership.com

www.insurance-partnership.com

26. Reconnaissance

If you are seen on **any** private land used on this years' Preston, whether driving or otherwise, you will be refused a start with no refund and will be reported to the MSA. If you are not sure what is public and what isn't then DO NOT RISK IT. We feel we must take a firm stance on this as a huge effort goes into organising the Preston and we will not tolerate anyone jeopardising any part of it. We have alerted the landowners to this potential problem.

27. Servicing

Servicing by anyone other than the crew and fellow competitors is not permitted on the Preston. Any competitor observed with a servicing vehicle on the event will be excluded. All towing and any other vehicles accompanying competitors must be declared to the entry secretary before the event, with the names of the occupants and the registration details of the vehicle.

All supporters attending the event can assume they will be invited to marshal and if eligible will qualify for a free breakfast!



Paul McIlroy - TPM Photosport

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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
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- ◆ On event accident damage cover
- ◆ Personal accident and repatriation insurance
- ◆ Motor trade for teams and preparation companies
- ◆ Circuit combined insurance for liability and material damage
- ◆ Event public and employers liability insurance – annual and stand alone
- ◆ Marine and storage & transit solutions for tools, spares and non road registered vehicles

Simply call **01482 388597** or email
motorsport@insurance-partnership.com
www.insurance-partnership.com

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