

## Final Instructions

**Thank you** for your entry. The following documents comprise the Final Instructions:

- 1) This document.
- 2) A separate entry list showing your start number.
- 3) A separate map of the Rally HQ venue.
- 4) A separate map of the Driving Calibration Route.

### Arrival Procedure

If required, first re-fuel at 154/522499 and then perhaps continue to the driving calibration route (see later).

When you arrive at Granta Park (see Rally HQ map), pass through the Security Gate (20 mph limit from here), turn right at the roundabout and proceed to the Noise Check (collect a Process Sheet), Scrutineering and competitor parking area.

Walk to the Conference Centre for Signing-on and Accommodation Registration (if appropriate).

On Saturday these locations will be open from 17:00 to 19:00; on Sunday from 07:15 to 08:15. Please do not arrive early, this is frustrating for crews who arrive on time and are faced with a huge queue.

At signing-on, in exchange for your fully completed Process Sheet, collect your signing-on documentation. Also study the event notice board; offload your loose change into the "Multiple Sclerosis Society" bucket and check out the walking calibration route (see later).

*(If you arrive with a trailer, first unload and neatly park with your tow vehicle at the location shown on the map. Space is LIMITED – please park vehicles and trailers neatly.)*

On Saturday evening between 19:00 and 19:30, the senior event officials will be assembling in the conference hall to answer any questions you may have.

There is no evening meal provision at the Conference Centre, instead officials and competitors are invited to meet at the World Famous Comfort Café at 154/521497 for food and socialising.

PLEASE. Care, quiet and respect at all times at Rally HQ complex.

Should you need to contact Rally HQ during the weekend phone Christine Crowther on 07840 896045 first and your call will be dealt with or passed on the appropriate person.

Read and re-read the following sections.

We hope you have an enjoyable day's sport.

*Ray Crowther, Paul Hernaman, George Hendry, Robin Hernaman, Malcolm Heymer, Christine Crowther, Paul Carlier, Rob Russell (The Cloverleaf Core)*

## **Amendments to Supplementary Regulations**

### **3. Authorisation**

CAO Authorisation No. TBA  
HRCR Clubmans Championship Permit No. 25/2007

### **7. Programme**

Car 0 will be due at MTC2 (Lunch-in) at 12:50, MTC3 (Lunch-out) at 13:50, MTC4 (Finish) at 17:20. Lunch will be served from 12:45 and Dinner from 17:45.

### **8. Officials**

Steward: Add Derek Mathew  
MSA Observer: Pat Ward  
Signing-on: Delete Janet Dowgill; add Heather Rayner.

### **11. Route Instructions and Maps**

Route instructions and Time Cards will be given to crews at signing-on and at 10 minutes before their departure time from MTC1.

### **13. Regularity Average Speeds/Procedures**

Navigator-Only Regularities: change ... “a quarter” to “0.30” and “less than 2.5 mph” to “2.7 mph or less”

### **17. Other Notes from and Modifications to MSA General Regulations**

#### **K12.11**

Mobile telephones may be carried for emergency use; to report retirement from the event; and for communicating times to the results crew – in designated areas only. (See separate paragraph below.)

### **18. Penalties**

(h/j) When computing results, the worst two public road RTP **timing** penalties **only** will automatically be excluded.

### **Additional Acknowledgements**

G & A Safety Supplies, Haverhill  
Blackpalfrey Motor Club  
Ecurie Cymraeg  
Classic Rally Tours  
Farmpartcentres, Haverhill  
TeamSpirit Software Ltd  
Sue Laver for the Cloverleaf Banner

### **Partial checklist before you leave home**

- ❖ MSA Competition Licences (Historic Rally only)
- ❖ Club membership cards
- ❖ MOT (if appropriate)
- ❖ V5
- ❖ HVIF (if appropriate)
- ❖ Maps 154 and 155 would be handy
- ❖ Average Speed Tables
- ❖ Romer, pens, pencils and eraser
- ❖ Clipboard
- ❖ Travel sickness pills
- ❖ Loose change.

### **Contents of signing-on documentation**

- ❖ Two rally numbers. Affix these inside the nearside and offside windows of your car – numbers pointing outwards!
- ❖ Time Cards 1-6 (Damage declaration form is on the reverse of Time Card 6).
- ❖ Granta Park procedures.
- ❖ Outline map of Bassingbourn airfield.
- ❖ Test diagrams and instructions.
- ❖ 2 x lunch + 2 x dinner tickets.
- ❖ Competitor record of times sheet.
- ❖ Instructions regarding self-service results.
- ❖ Final final instructions (if necessary).

### **Contents of start documentation**

Your start documentation can be collected from the signing-on area 10 minutes before your scheduled departure time from MTC1 and will contain the following:

- ❖ Marked route maps for the event.
- ❖ Instructions for Regularities (Insularities) 1 and 11. Instructions for Regularities (Pegularities) 2 and 12.

### **Names of Special Tests and Regularities**

The strange, but funny(?), names that will be shown on the Time Cards have been set by the crews donating the most money to our Multiple Sclerosis fund-raising. They give no indication of the area or terrain you will visit, or the people you will meet!

### **Clocks on Tests**

Tests 1, 7, 9 and 10 will be timed by stop watches. All others will use separate Start and Finish clocks.

### **Delay Allowance**

Delay allowance will only apply to unforeseen queuing at the start of Special Tests and should only be claimed if the three minute contingency is exceeded. If necessary, the marshal will record an arrival time in the marshals' signature box.

### **General Special Test Instructions**

Cones are marked with black circles.

Solid lines between cones at a Test Start mark the starting point (front wheels behind the line) of a special test.

Solid lines between cones during a test and at the Test Finish (TF) require a stop astride before continuing.

Solid lines marking the boundary of a test mark the limit of your driving area. Crossing any line will incur a test Maximum Penalty.

The route through the test is shown as a solid line (forwards) and a pecked line (reverse).

All the test diagrams are accompanied by a cryptic description using the following types of notation:

- ❖ TS – Test Start
- ❖ TF – Test Finish
- ❖ A(R) – pass right of cone A
- ❖ B(L) – pass left of cone B
- ❖ A-A – pass between cones A
- ❖ B-B(SA) – stop astride the line joining cones B
- ❖ C-C(SB) – stop beyond the line joining cones C
- ❖ Rev – Reverse direction
- ❖ For – Forwards direction
- ❖ Merge – Merge with other traffic
- ❖ ! – Care

The lines (real or imaginary) joining cones run the width of the cone base.

Stop – means the car is stationary for at least one second.

Astride – means the line bisects the front and rear wheels without touching them.

Beyond – means front and rear wheels pass completely over the line.

### **Route Maps**

All markings on the route maps should be self-explanatory. Speed changes are denoted like this [25.5] i.e. proceed from the point marked at 25.5 mph. All speed changes shown on the map in this way occur at a Regularity Start (RS), a road junction or at the physical location of a derestricted symbol. Competitors are reminded to re-read paragraph 13 of the Supplementary Regulations regarding average speeds through restricted speed zones. On Regularity 4 you will be asked to ignore the “paragraph 13 rule” of one 40 mph limit sign since there is no corresponding derestricted sign.

LWR = Long Way Round (triangle). SWR = Short Way Round (triangle). NAM = Not As Map junction.

There is just one (smooth) white road used on a public road regularity and this is clearly shown on the map.

### **Scheduled Time**

The Time Cards will show in grey the time that car 0 is due at each control. Times in the larger upright numbers are schedule times that will be subject to penalty for booking-in early (you may wait at the control for your time so long as you do not impede traffic flow) and for monitoring OTL. This applies to the start of all public road regularities and the first test at Bassingbourn and Red Lodge.

Times in smaller numbers and italicised are advisory only – you may book-in at any time.

### **Self-Start Regularities**

All public road regularities are self-start at RS controls. Please re-read paragraph 12 of the Supplementary Regulations to remind you of the procedural requirements. When you arrive at the first RTP on a regularity, if your RS time has not been completed in INK, then the marshal will strike through the entry and you will be deemed to have missed the control.

### **Missing/Unmanned RTPs**

We hope there won't be any; but if there are, timing will be additive from the previous RS or RTP to the next RTP. If the last RTP on a regularity is missing it will be cancelled.

### **Route Checks/Secret Checks**

There are no Route Checks but there will be Secret Checks.

### **Display of Ideal Times**

A card will be on display at each RTP showing the ideal time from the previous regularity control except for RTP1 and RTP2 which will on display at TF1.

### **Some Event Statistics**

At the time of writing, the route is ~172 miles long of which ~148 miles is on the public road and ~24 miles on private roads. There will be 108.05 miles of Regularities and 4.74 miles of Special Tests.

### **Self-Service Results**

To expedite results we will be experimenting with a self-service results system. During designated neutral or transport sections on the Time Cards (before and after Bassingbourn, and before and after Red Lodge) the navigator is requested to text in or phone in on his/her mobile phone certain entries on Time Card to our results crew at Rally HQ. You don't have to do this, but it would certainly aid speedier production of results. Detailed instructions will be included in the signing-on documentation.

### **Classes and Awards**

We have plenty of awards to distribute so we will not be amalgamating classes. Some crews will just need to finish to be guaranteed an award. ☺

The following class awards will be presented:

#### **Historic Rally**

- ❖ Class 1 (10 entries) – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>
- ❖ Class 2 (7) – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>
- ❖ Class 3 (5) – 1<sup>st</sup> and 2<sup>nd</sup>
- ❖ Class 4 (13) – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>
- ❖ Class 5 (3) – 1<sup>st</sup> and 2<sup>nd</sup>
- ❖ Class 6 (1) – 1<sup>st</sup>

#### **Clubmans Rally**

- ❖ Masters (6) – 1<sup>st</sup> and 2<sup>nd</sup>
- ❖ Experts (1) – 1<sup>st</sup>
- ❖ Novices (3) – 1<sup>st</sup>

### **Driving Calibration Route**

See separate map. This is longer than you would normally experience, but is essential for accuracy. The calibration and rally route was measured with a Brantz 2 wheel probe fitted to a Mk1 Escort RS2000 using 185 x 70 tyres on 13" wheels with tyre pressures of 29 psi all round. The calibration setting was 325. All measurements were taken by reference to

the position of the front wheels.

### **Walking Calibration Route**

See Granta Park map. Walk from lamp post 1 to lamp post 2, 3, 4, 5 or 6 and time how long it takes you. Do this several times at your normal walking pace and look up the average time taken on the table below to give your average speed. For example, if it took you 49 seconds to walk from post 1 to post 4 (59.2 metres) your walking speed was 2.7 mph. Repeat the exercise increasing and decreasing your pace to mentally gauge how you can control your walking speed.

On the navigator-only regularities (Pegularities) you will not be required to walk further than 0.30 miles (483 metres) or average greater than 2.7 mph.

From Distance	1 to 2 19.7m	1 to 3 39.5m	1 to 4 59.2m	1 to 5 79.2m	1 to 6 88.4m
Speed (mph)	Time (Seconds)				
1.5	29.4	58.9	88.3	118.1	131.8
1.6	27.5	55.2	82.8	110.7	123.6
1.7	25.9	52.0	77.9	104.2	116.3
1.8	24.5	49.1	73.6	98.4	109.9
1.9	23.2	46.5	69.7	93.2	104.1
2.0	22.0	44.2	66.2	88.6	98.9
2.1	21.0	42.1	63.1	84.4	94.2
2.2	20.0	40.2	60.2	80.5	89.9
2.3	19.2	38.4	57.6	77.0	86.0
2.4	18.4	36.8	55.2	73.8	82.4
2.5	17.6	35.3	53.0	70.9	79.1
2.6	16.9	34.0	50.9	68.1	76.1
2.7	16.3	32.7	49.0	65.6	73.2
2.8	15.7	31.6	47.3	63.3	70.6
2.9	15.2	30.5	45.7	61.1	68.2
3.0	14.7	29.5	44.1	59.1	65.9
3.1	14.2	28.5	42.7	57.2	63.8
3.2	13.8	27.6	41.4	55.4	61.8
3.3	13.4	26.8	40.1	53.7	59.9
3.4	13.0	26.0	38.9	52.1	58.2
3.5	12.6	25.2	37.8	50.6	56.5
3.6	12.2	24.5	36.8	49.2	54.9
3.7	11.9	23.9	35.8	47.9	53.4
3.8	11.6	23.3	34.8	46.6	52.0
3.9	11.3	22.7	34.0	45.4	50.7
4.0	11.0	22.1	33.1	44.3	49.4

### **Emergency Contacts/Procedures**

Throughout the weekend you may contact Rally HQ (Christine Crowther) on 07840 896045. During the event contact the sweep crew (Geoff Lobb/Rod Cattini) on 07768 165814 or 07860 378440. The sweep crew will be following the rally in a van as a get-you-running-if-they-can service in the event of a breakdown.

If you are involved in an incident in which injury has been caused then you should call the emergency services if is appropriate to the circumstances.

The nearest A&E department on most of the route is at Addenbrooke's Hospital, Hills Road, Cambridge, Cambridgeshire, CB2 0QQ; Tel: 01223 245151; Map Reference 154/4655.

For the route to the east of Newmarket: West Suffolk Hospital, Hardwick Lane, Bury St. Edmunds, Suffolk, IP33 2QZ; Tel: 01284 713000; Map reference 155/8562.

**Lockton Insurance**

If you are using the club-organised insurance cover for the event, relevant details should you need them are:

Broker Name: Lockton Companies International Limited

Underwriter: Brit Insurance Limited:

Cover Note Number: BA32712

Organising Club: West Essex Car Club