

The GLARE Cloverleaf Rallies – 6 September 2008 – West Essex Car Club

Final Instructions

Many thanks for you entry. Your start number can be seen on the separate entry list.

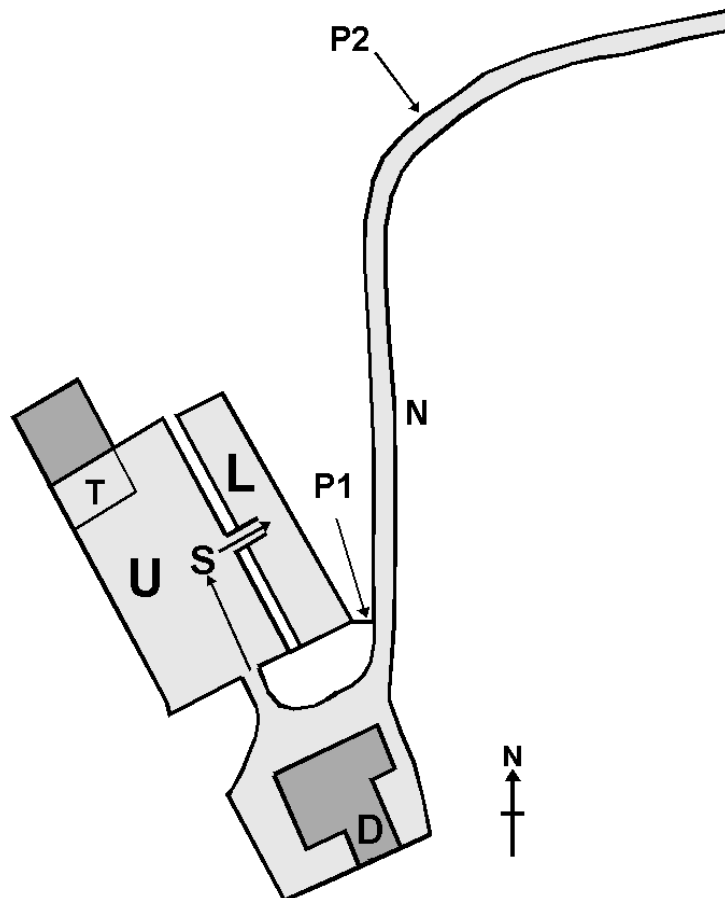
A welcome late rush of entries means we have advanced the start time for car 0 to **08:45**.

Arrival Procedure

Choose your route carefully to the start venue at Heydon Grange Golf and Country Club (Map 154/4192 4245). The Duxford 90th Anniversary Air Show is taking place on September 6th/7th so, particularly on Saturday morning, traffic may be heavier than usual near the airfield. Don't panic if the skyways get busy during the afternoon as there are many flying displays scheduled.

On your way to the start check out the trip calibration route (see separate map). The nearest fuel station is at 154/4086 4287.

On arrival at the Heydon Grange Golf and Country Club entrance follow the drive until you reach the noise check (N) and collect your Process Sheet. (see map below).



Continue to the main building and turn right into the upper car park (U). **Keep the car park aisles clear at all times.** Park if necessary and then follow the marshals' instructions for

an orderly traffic flow through scrutineering (S); and then down the ramp into the lower car park (L) for tidy parking (competitors' vehicles ONLY).

If you arrive with a trailer unload before the noise check and leave your trailer at location T – space is limited. Park your tow vehicle in the upper car park.

After the noise check and scrutineering take your Process Sheet and other required documents to rally documentation (D) in the main building. Also study the event notice board; offload your loose change into the “Multiple Sclerosis Society” collection bucket and check out the walking calibration route (see later).

MTC1 (the start control) and MTC4 (the finish control) will be in the same area.

Retain your completed Process Sheet for presentation at MTC1 on Saturday morning at 08:15 plus your start number in minutes; you will receive in return a bound road book which will detail the complete route. Report back to MTC1 at 08:45 plus your start number in minutes with Time Card 1 for booking out.

Noise, Scrutineering and Documentation are open on Friday evening from 17:00 to 19:00, and from 07:15 to 08:15 on Saturday morning. **Please** do not arrive early, this is frustrating for crews who arrive on time and are faced with a huge queue.

AND care, quiet and respect at all times at the Rally HQ complex.

There is a bar close to documentation which can serve you with snacks and drinks (and bacon rolls and pastries on Saturday morning).

At the end of the short footpath at P1 there will be a green line. At P2, exactly 150 metres away following the left hand edge of the road, there will be another green line. Use this calibrated distance as a means to achieving the average walking speed required for the Pegularity – 2.7 mph. At this speed your 150 metre walk should take 2 minutes 4 seconds. So, if you are keen, try the calibration course a few times to judge how much extra or less effort you need in comparison to your normal walking speed.

To help you, the following is a copy of the Pegularity instructions in the road book:

RTP2A

NAVIGATOR: alight from the car and face the lake. Start at 2.7 mph. Turn left and follow the path which leads uphill. Continue to the “No Entry” board which is 91 metres from RTP2A. Admire the view. Return to the location of RTP2A but keep walking along the grass verge until you reach RTP2B. Your arrival time is when you touch the control board.

Amendments to Supplementary Regulations

3. Authorisation

CAO Authorisation No. **TBA**

7. Programme

08:15 – Road Book Collection time for Car 0. Car 0 will start at 08:45 and will be due at MTC2 (Lunch-in) at 12:40, MTC3 (Lunch-out) at 13:20, MTC4 (Finish) at 17:04. Dinner will be served from 17:30.

8. Officials

Stewards of the Meeting: Derek Mathew, Jez Jones, Edward O'Day.

16. Special Tests – Procedures and Penalties

Add ...

(j) Incorrectly recording a Code Board – 10 seconds added per occasion.

See also *Special Test Diagrams and Instructions* below.

17. Other Notes from and Modifications to MSA General Regulations

H58 – Closing time of Controls

Replace “30 minutes” with “31 minutes”. For all controls until you leave Bassingbourn Airfield (up to and including TF8) the closing time will be 16 minutes.

H75 – OTL

Replace “30 minutes” with “30 minutes 59 seconds”. For all controls until you leave Bassingbourn Airfield (up to and including TF8) the OTL time will be 15 minutes 59 seconds.

H80 – Reducing Lateness

This paragraph will apply between MTC2 and MTC3; between RTP2E and TS5 (morning tea and pee halt); and between RTP4F and RS5 (afternoon tea and pee halt).

18. Penalties

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

Partial checklist before you leave home

- ❖ MSA Competition Licences (Historic Rally only)
- ❖ Driving Licence or Passport – you may be asked for photographic Id before entering the MoD properties
- ❖ Club membership cards
- ❖ MOT (if appropriate)
- ❖ V5
- ❖ HVIF (if appropriate)
- ❖ Map 154 would be handy
- ❖ Average Speed Tables
- ❖ Clipboard, romer, pens, pencils and eraser
- ❖ Travel sickness pills
- ❖ Loose change.
- ❖ If you need to buy a competition licence at the start (Historic Rally only) please bring

two passport size photographs with you.

Contents of signing-on documentation

- ❖ Two rally numbers. Affix these inside the nearside and offside windows of your car – numbers pointing outwards!
- ❖ Time Cards 1-8 (Incorporating Damage Declaration Form on the back of Time Card 8).
- ❖ 2 x dinner tickets.
- ❖ Final final instructions (if necessary).

Contents of start documentation

Your road book can be collected from the documentation area 30 minutes before your scheduled departure time from MTC1 and will contain the following:

- ❖ Competitor Record Sheet
- ❖ Public Relations Leaflet
- ❖ Marked map – MTC1 to Bassingbourn
- ❖ Bassingbourn Tulip Book (6 pages)
- ❖ Bassingbourn test diagrams (4 pages)
- ❖ Marked map – Bassingbourn to MTC2 (2 pages)
- ❖ MTC2 to RS5 navigational instructions
- ❖ Blank maps – MTC3 to RS5 (2 pages)
- ❖ Marked map – RS5 to MTC4 (3 pages)
- ❖ Debden Tulip Book (7 pages)
- ❖ Debden test diagrams (2 pages)
- ❖ Event Questionnaire (Return at the finish to receive your finishers' medal)
- ❖ Results Query Form

The Loose Change Rule

In the interests of safety, Cloverleaf competitors will be asked not to carry loose change with them on the event.

The organisers believe that the risk of coinage falling on the floor and rendering brakes inoperable or forcing the throttle open could be too great.

Instead, drivers and navigators will be requested to deposit their coins in the bucket marked "Multiple Sclerosis Society" during signing-on.

“Official” Photographer

Our Entries Secretary will be taking photographs on the Cloverleaf this year and aiming to get at least two shots of each car, one at Bassingbourn and one as you leave the lunch halt (and maybe a third at the finish).

These two (or three) digital photos will be emailed to you for a single fee of £3 if you pay at signing-on or at the end of the day (if you have any loose change left). The set will be £5 if you want them after the event.

The resulting photos will be 2048 x 1536 pixels and each about 1.2 Mb in size.

All derived income will go to the Multiple Sclerosis Society.

Competitor Briefing

There will not be a pre-event briefing at the start; instead the Clerk of the Course wishes it to be known that::

"Last year we had zero PR complaints and with your co-operation we want to keep it that way this year. You must at all times drive with care and consideration, and respect other road users and speed limits. Any adverse report of your driving behaviour will result in your exclusion from the event.

I have chosen a route which uses the most interesting and least populated roads in the area. Some of the roads are quite narrow but please be patient if you are delayed.

Remember you will be able to drop your worst timing point penalty.

The airfield tests are long and flowing, and run over tired, but good surface concrete.

There are many cone manoeuvres so precision rather than pace will get you the least penalties.

Have an enjoyable day - see you safely at the finish." Ray Crowther

Bassingbourn and Debden Airfields

You should NOT treat the roads, runways and perimeter tracks as "closed" i.e. you will not be the only traffic on the sites.

The Special Tests will be actively policed by the marshals.

However, on the regularities you should be vigilant (like you are on the public highway) for other road users. Despite the notice that's been given, it's a fact of life that people will still amble around the airfield on foot and maybe in cars, to walk the dog, play golf and go fishing.

PLEASE take care and respect other airfield users; we are hoping to use these venues again.

Clocks on Tests

Tests 1 and 5 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.

Special Test Diagrams and Instructions

Cones are marked with black circles.

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

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

The lines (real or imaginary) joining cones run the width of the cone base. Astride – means the line bisects the front and rear wheels without touching them.

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. There are no (intentional) reversing manoeuvres on any test.

All the test diagrams are accompanied by “pace notes” using the following 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
- ❖ A(L) - E(R) – pass between A(left) and E(right)
- ❖ ! – Care
- ❖ CB – Code Board

When you need to encircle a cone the number of degrees of rotation will be shown.

For example:

A(L)360 means: Right of A then complete one full clockwise circle i.e. 360 degrees

F(R)450 means: Right of F, a complete anti-clockwise circle, then 90 left i.e. $360 + 90 = 450$ degrees

H(R)270 means: Right of H then a three-quarters circle i.e. 270 degrees (you end up going 90 right)



At certain strategically placed cones which are difficult to observe, you will be required to record codes. These will be affixed near the top of a cone (see opposite) and will comprise of a **single number** in black on a white background. Write the number in the **correct** box (the cone lettered box in the TS row) in **ink** on your Time Card. Ensure you do this **before** you hand your Card to the finish marshal who will strike through the empty boxes.

You will need to be driving in the correct direction, and will have to slow down and drive close to the cones to see them.

Examples from the pace notes:

A(R)CB means: Right of A and record the Code Board (it will be facing you as you pass)

K(L)360CB means: Left of K then complete one full circle and record the Code Board (you will see it somewhere while you circle).

Route Maps

All markings on the route maps should be self-explanatory. Always travel the short way round at junction triangles unless specified as LWR = Long Way Round. There is just one (smooth) white private road used within a public road regularity and this is obvious from the route instructions. The average scale of the supplied maps is about 1:60000, slightly smaller than the 1:50000 source maps, but nonetheless adequate for your needs.

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 RS 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 may 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.

Scheduled Times

The Time Cards will show in light grey the time that car 0 is due at each control. Times in the larger upright numbers are scheduled 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). This applies to all MTCs, the start of all public road regularities, Test 1 and Test 5 at Bassingbourn Airfield and the regularity (RS6) at Debden Airfield.

Times in smaller numbers and italicised are advisory only – you may book-in at any time, but OTL times still apply.

Here's a summary of the controls and times from the Time Cards. Controls will close according to H58 and H75 above.

Control	Car 0	Maximum Make-Up Time
MTC1	08:45	-
RS1	08:53	0
TS1*	09:33	5
TS2	<i>09:37</i>	-
TS3	<i>09:42</i>	-
TS4	<i>09:47</i>	-
TS5	10:44	15 (halt)
TS6	<i>10:48</i>	-
TS7	<i>10:53</i>	-
TS8	<i>10:58</i>	-
RS3*	11:15	4
MTC2*	12:40	5
MTC3	13:20	30 (halt)
RS4	13:24	0
RS5	15:00	17 (halt)
RS6*	16:08	4
TS9	<i>16:20</i>	-
TS10	<i>16:25</i>	-
RS7*	16:43	4
MTC4	17:04	0

Treat all sections linking Special Tests and Regularities as Neutral Sections except for the Transport Sections which end at the controls marked with an asterisk(*).

Competitor Public Relations Leaflet

In the unlikely event that you encounter any public opposition during the rally please be polite to the complainant and do not enter into any arguments. Hand over the competitor public relations leaflet in your road book and depart the scene as respectfully as possible.

Some Event Statistics

At the time of writing, the route is ~170 miles long of which ~148 miles is on the public road and ~22 miles on private roads. There will be ~114 miles of Regularities and ~6.5 miles of Special Tests.

Classes and Awards

Historic Rally

❖ Overall – 1st, 2nd and 3rd; Class 1 – 1st, 2nd and 3rd; Classes 2/3/4 – 1st

Clubmans Rally

❖ Overall – 1st and 2nd; Masters – 1st; Novices – 1st

Final Results

A detailed analysis of the final results will be downloadable from the event website during the week after the event.

Results will be available during the day at <http://regular.ity.me.uk/cloverleaf.php>. Not that we want you tapping away on your laptop during a regularity or test, but you may have a fan base that would like to monitor your progress.

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 the route is at Addenbrooke's Hospital, Hills Road, Cambridge, Cambridgeshire, CB2 0QQ; Tel: 01223 245151; Map Reference 154/4655.

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