

12. Road Section Timing and Control Procedure

The rally will be run under Scheduled Time (GR H68-H83).

The following types of control will be used:

H62 Route Check (RC)

There will be no Code Boards on the public road route. Competitors must record the answer to a question using roadside information and obtain a verifying signature from the marshal at the next manned control.

H66 Main Time Control (MTC)

There will be four MTC's: MTC1 (Start); MTC2 (Lunch-in); MTC3 (Lunch-out); MTC4 (Finish). Competitors will be penalised for lateness at MTC1 and MTC3, but not MTC2 or MTC4 other than for OTL.

H9.12 Secret Check (SC)

Secret Checks may be established to check, additionally, competitors' driving behaviour and adherence to the Supplementary Regulations; and to advise Regularity average speeds. Competitors must stop at the control board and obtain a marshal's signature on the Time Card.

Regularity Start Controls (RS)

The start of a Regularity Section and the end of a Neutral or Transport Section.

There will be a control board and a painted line on the road at each location.

All public road RS's will be self-start. Competitors must enter their own start time (in INK) to the nearest minute (but not earlier than their Scheduled Time) BEFORE they leave the control. Competitors must therefore have a clock that is accurately synchronised to rally time so they know when to start. A clock set to rally time, based on the Rugby/Anthorn radio signal will be on display at signing-on. Missing, altered or false start times will be penalised per GR H84(c). Only one crew may start from a public road RS on any particular whole minute. All private road RS's will be manned controls.

Regularity Timing Points (RTP)

Undisclosed points during a Regularity Section where competitors' time of arrival will be recorded when they stop astride an imaginary line across the road from the board at the control.

H58: Competitors may not stop or slow down unduly within sight of a RTP; if they do they will be given the time at which they do so as their arrival time. Competitors stopping will receive an additional penalty of five minutes.

Competitors will be penalised at a rate of one second per second early or late at a RTP.

Regularity Finish (RF)

The end of a Regularity Section and start of a Neutral or Transport Section. These are locations on route and not manned controls.

Test Start (TS) The start of a Special Test.

Test Finish (TF) The finish of a Special Test.

The location of MTC's, RS's, RTP's, TS's and TF's will be identified by a control board.

Competing cars may wait before MTC's and TS's to obtain an arrival time so long as they do not impede traffic flow.

Delay allowance – if there is a queue of three or more cars – may only be claimed at TS's.

Competitors will start at minute intervals at: MTC's, public road RS's and TS's.

Competitors may be required to start some TS's at 30 second intervals.

Competitors will be due at each MTC, and *specified* RS's and TS's at the Standard Time, plus their rally number in minutes (Scheduled Time).

13. Regularity Average Speeds/Procedures

Usually there will be more than one change in average speed during a Regularity section. Average speeds to an accuracy of 0.1 mph may be used.

On sections that use "A" roads, there will not be a RTP within half a mile of leaving such a section. This will give competitors time to perhaps reduce their average speed to avoid having to drive slowly along such sections and frustrate other drivers.

Note that on the public road regularities, the worst RTP time penalty will be excluded from a crew's total penalties. See SR18 H84(h/j).

The organisers' official distance will be measured using a distance meter which will have been set to give a reading as close as possible to the actual distances. Prior to the start of the event, competitors will be given the opportunity to set their own trip meters, or calculate discrepancies, on a measured route of at least six miles calibrated using the same distance meter.

At one of the private venues during the event there will be a concurrent driver-only and navigator-only regularity which will start at a common control and finish at a common control.

The *single* penalty for this regularity pair will be the *minimum* of a) the driver-only penalty, b) the navigator-only penalty, or c) 30 seconds. There will be no secret checks or route checks on these regularities, but competitors may be observed to establish that the correct route has been followed and will be penalised per H84(c).

Driver-Only Regularity (Insularity – Is Navigator Superfluous?)

There will be simple route of approximately two miles to follow and the required average speeds will be 25 mph or less.

Navigator-Only Regularity (Pegularity® – Pedestrian regularity)

There will be simple route of less than a third of a mile to follow and the required average speeds will be 3 mph or less. A walking time/speed/distance calibration route will be available at the start.

14. Quiet Zones

Along the route the organisers will establish Quiet Zones in populated or sensitive areas. In a Quiet Zone, competitors must extinguish all auxiliary lights and proceed quietly in as high a gear as possible. The following are designated as Quiet Zones: a) All Neutral Sections and b) 20, 30 and 40 mph areas during Regularity Sections (the Zone will start at the speed restricted sign and end at the derestricted sign unless modified by the Route Instructions or the appearance of a "Q" or "Quiet" board on route).

15. Junctions

Competitors are reminded of the following paragraphs from the Highway Code.

170: *Take extra care at junctions. You should:*

- *watch out for cyclists, motorcyclists, powered wheelchairs/mobility scooters and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind*
- *watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way.*
- *watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road to make the turn.*
- *watch out for horse riders who may take a different line on the road from that which you would expect*
- *not assume, when waiting at a junction, that a vehicle coming from the right and signalling left will actually turn. Wait and make sure.*
- *look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely*

171: *You MUST stop behind the line at a junction with a 'Stop' sign and a solid white line across the road. Wait for a safe gap in the traffic before you move off.*

8. Officials

General Communications	cloverleaf@wecc.co.uk
Clerk of the Course	“Crow” (Ray Crowther) ☎ 01621 817055. ray@cloverleaf.wecc.co.uk
Deputy Clerk of the Course (West Route)	Robin Hernaman robin@cloverleaf.wecc.co.uk
Deputy Clerk of the Course (East Route)	George Hendry george@cloverleaf.wecc.co.uk
Assistant Clerk of the Course	Rob Russell rob@cloverleaf.wecc.co.uk
Competitor Liaison Officer	Paul Hernaman paul@cloverleaf.wecc.co.uk
Secretary of the Event / Entries Secretary	Christine Crowther Longfield, Tudwick Road, Tolleshunt Major, Maldon, Essex, CM9 8LP. ☎ 01621 817055. christine@cloverleaf.wecc.co.uk
Chief Marshal	Malcolm Heymer 3 Wheatcroft Way, Dereham Norfolk, NR20 3SS. ☎ 01362 854390 malcolm@cloverleaf.wecc.co.uk
Public Relations	Paul Carlier paulc@cloverleaf.wecc.co.uk
Results Team	Paul Carlier, Andrea Weston and Gary Nicholls
Signing-on	Christine Crowther Sally Hendry Cathy Hernaman
Sweep Crew	Geoff Lobb, Rod Cattini et al
Significant Others	Ted O'Day, Craig Salter, Alan Barnard
Stewards of the Meeting	TBA
Chief Scrutineer	Loyd Gerken
Environmental Scrutineer	Stuart Kingham
Chief Timekeeper	Rob Roebuck
AEMC Observer	Stuart Kingham

All named officials and all marshals will be deemed Judges of Fact for the entire event for adjudication in accordance with GR H37. A full list of the Judges of Fact will be posted on the official notice board.

Official Photographer	Christine Crowther
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GLARE® ... Cloverleaf sponsors

GLARE® use's new technology along with Hi-tech cleaners and sealers to safely clean, shine and protect the treated surfaces, GLARE® products contain No wax, No Silicone, No resin, No polymers, No acrylic and No Teflon. GLARE® products are made from commercial grade liquid Glassplexin®, made from silicates, which is the material that glass is made from. GLARE® forms a covalent bond on and within the treated surface, becoming part of it instead of just laying on top as with other treatments and products. This unique bond combined with the only true liquid glass technology offers a rock hard protection with a supper shine glass finish.

Why is GLARE® better than all the other products on the market?

GLARE® is not your typical polish. It has no wax, resins, polymers, acrylic, silicones or teflon and is formulated by a chemist with 25 years experience in the field of polishes. GLARE® Polish when applied fills in scratches and craters in the surface of the paint, bonding with the paint at the molecular level as opposed to waxes and polymers that just lay on top of the paint. GLARE® becomes part of the paint turning into a hardened glass shield, Acting as a magnifier GLARE® produces a glow from deep within paint layers, similar to multiple coatings of paint and reflects it to the surface like no other paint sealant or polish, Since this product does not just layer on top of the surface, you will get a much deeper, richer and longer lasting shine.

Does GLARE® filter out harmful sun rays?

Yes, GLARE® is the only car care product known to man that literally filters out 98% of harmful UVA/UVB rays from the sun. This is a key feature of GLARE® because it is well known that the sun is the No.1 reason for oxidation and fading of the paint.

Will GLARE® repair oxidation?

Yes, GLARE® will reverse oxidation by the exchange of electrons and renew the treated surface.

Can I apply GLARE® to my exhaust pipe and other hot engine parts?

Yes, GLARE® is good up to 350 degrees Celsius and good down to -150 degrees Celsius.

How long does GLARE® last?

Applied professionally GLARE® would last Five years (based on washing your car once a week), because GLARE® is not water soluble like most other waxes and polymers, When GLARE® is applied, no reapplications are required, for the above benefits except for cosmetic purposes such as repairing surface scratching. Waxing or polishing your car is not necessary! Wash with water when needed, and road grime will float away.

Will GLARE® prevent oxidation from the elements?

Yes, Glassplexin® the active ingredient in our formulation will not cause surface tension like with other waxes and polymers and will protect your paint work from oxidation from the elements.

Do I need to wax or polish my car from time to time?

Absolutely not. All of the other waxes, polishes and sealants contain either wax, polymer, resin, acrylic, silicone, or teflon. These elements can be harmful to the paint. GLARE® offers a total protection that will last for 60 months - better than any wax.

Do any of the other products filter uv rays?

As far as we know – no, not completely or only to some degree. Only GLARE® can filter out 98% of harmful ultra violet rays. All of the other waxes, polishes or sealants cannot shield your car from the harmful ultra violet rays. Waxes and polishes can even oxidize and break down under constant exposure to sun.

Can GLARE® reverse the discolouring caused by paint oxidation?

Yes, to a certain extent - As long as the paint is still on the vehicle, GLARE® will restore the paint by the exchange of electrons.

Why should I Use or buy the GLARE® products Range?

Firstly, we don't want to sell you anything. Our products sell themselves. We only want you to buy from us, if you can truly see the value we are offering. We are experts in the field of paint protection and paint related products. We are simply here to help you if you want us to. Hard sell is not our policy. We have perfected the art of paint protection our proven track record is testimonial to that.



Welcome to Farmpartcentres



Farmpartcentres is a family business established in 1985.

Based at Homefield Road in Haverhill, Suffolk, we supply both retail and wholesale markets.

Our speciality is not specialising - we aim to supply parts for all your agricultural and plant machinery and consumables for the workshop at the right price.

For our customers' convenience we are pleased to operate a free local delivery service within a 15 mile radius of our shop in Haverhill.

In addition to selling a vast range of products, we offer while you wait servicing of Power Take Off (PTO) shafts and make-up of hydraulic hoses. We also supply the excellent range of RDS electronic farming aids.



Special Offer – JVC DAB Radio/CD PLayer with Aerial

VLC5702 This DAB digital radio tuner delivers crisp, quality sound for up to 4 x 50W speakers, whilst the CD player can read WMA and MP3 files burnt onto a CD-R/RW from your computer. Also features a front AUX socket, enabling you to plug in an MP3 player using a 3.5mm audio cable (not supplied), a clear 24bit resolution 1bit DAC screen displaying all the information you need and a glass mountable HAL4 DAB aerial. **£199.00 + VAT**



How to contact us

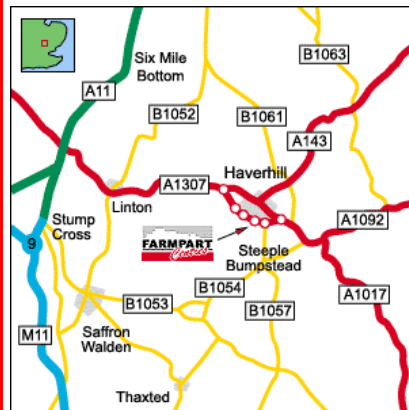
Telephone:	01440 704329
Fax:	01440 714260
Email:	sales@farmparts.co.uk
Post:	Farmpartcentres Unit 2 Homefield Road Haverhill Suffolk CB9 8QP

Our opening hours

Extended opening hours apply during harvest and autumn drilling, unless field work is unlikely. If unsure, please telephone to confirm before setting out.

	Our Normal Opening Hours	Our Extended Opening Hours
Mon-Fri	Open 8.00am to 5.3pm	Open 8.00am to 6.00pm
	Closed 12.30pm to 1.30pm	Closed 12.30pm to 1.30pm
Saturdays	Open 8.00am to 12.00 noon Except Dec to Feb	Open 8.00am to 5.00pm
		Closed 12.30pm to 1.30pm
Sundays	Closed	Open 9.00am to 12.00pm

How to find us



Our shop at Homefield Road, Haverhill, is just off the Haverhill bypass (A1017):

- At the junction for Helions Bumpstead, turn into the Industrial Estate
- Take the first left by Ardex into Homefield Road
- Then take the second left at Winmau
- Farmpartcentres is ahead on your right

18. Penalties

GR H84 paragraphs are modified as below. Penalties will be expressed using the fails system.

(b) Not reporting or reporting OTL at a RS, RTP, TS or TF – 1 Fail per instance

(c) Not complying with other requirements of the Time Cards, Road Book and other written instructions not covered specifically under H84 including: not visiting, or visiting a MTC, RS, RTP, RC, SC, TS or TF more than once; wrong direction of approach to or departure from such Controls or Checks; visiting such Controls or Checks in the wrong order; turning round in such Controls or Checks – 1 Fail per instance.

(d) – 1 Fail per instance.

(e) Arrival at a MTC or TS, or recorded departure from a RS before Scheduled Time – 2 minutes per minute.

(f) Arrival after due time at MTC1 or MTC3 – 1 minute per minute.

(g) – 1 Fail per instance.

(h/j) – 1 second per second.

When computing results, the worst public road RTP penalty will automatically be excluded.

(k) Penalty – Exclusion.

(m) Add ... or breach of Junction regulations. (SR 15)

(n) Add ... or breach of Quiet Zone regulations. (SR 14)

(t) Add specifically ... Alteration of a Time Card; Entering a designated public Out of Bounds area; Passing a "NO" board; Divulging route information to potential spectators – Exclusion.

Add (u) – Stopping unnecessarily on a Regularity – 5 minutes per occasion.

Add (v) – Special Test penalties as described in SR 16.

19. Results and Protests

Provisional results for the event will be posted at the finish venue. These will be declared final within 30 minutes unless any query or protest is received. Event queries should be in writing using an Event Query Form and handed to the Competitor Liaison Officer, who will obtain a written answer to the query and post the completed form on the Official Notice Board.

Protests must comply strictly with GR C(d)45-49.

Final results will be posted on the event website and emailed to competitors.

Foreword

The Cloverleaf is back! Again!

Last year, after a 30-year gap the Cloverleaf returned as an historic road rally, leaving behind its legacy as a classic Norfolk road rally of the '70's. The revived event immediately became a modern day classic by welcoming competitors to regularity rallying for the first time to the Cambridge area. We haven't changed much for 2008 except to react positively to your comments in our revival year. #

We are running a dual permit event. The main event – the Cloverleaf Historic Rally – is a National 'B' permit for historic cars, a qualifying round in the 2008 Richard Egger Insurance HRCR Clubmans Championship. The subsidiary event – the Cloverleaf Clubmans Rally – is for competitors without a competition licence or historic car, who wish to sample a regularity and special test rally.

Cambridgeshire, Hertfordshire, Suffolk and Essex will play host to a 160 mile event, with over 100 miles of regularities and 10 special tests. The most memorable part of the day will be visits to two MOD sites with private road regularities and long tests.

Masterminded by Ray Crowther – winner of the 2006 HRCR Clubmans Championship – and assisted by many of the original organisers from the '70's, their collective aim has been to design a day to balance the contributions of driver and navigator.

We don't want navigators to get lost so most of the route will be defined by marked maps, leaving just a couple of sections with straightforward navigation.

Pacing the driver to the average speed schedule will be the key task of the navigator with the added security that the worst public road regularity penalty will be dropped to forgive a mistake or obviate a baulking.

Meanwhile the driver will be having fun with a series of new, varied and very smooth tests – to challenge his/her skills and car.

The popular diversion from last year of a driver-only and navigator-only regularity will add to the fun of the day without impacting greatly on your penalties.

Couple our driver and navigator plans with slick paperwork, rapid results, long awards list, superb rally HQ, and a friendly and attentive organising team, we hope to be welcoming you to Heydon Grange Golf and Country Club on September 6th, as a competitor or marshal.

And don't forget that we are raising money for the Multiple Sclerosis Society, so if you can't make the event, perhaps you could reward our efforts to promote rallying with a donation to this notable charity.

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

Previous winners

1967	Chris Baker-Duly / Nigel Raeburn (Cooper S)
1968	Trevor Rudkin / John Matthews
1969	Rally Authorisation Department
1970	Rod Cooper / Ian Cooper (Escort TC)
1971	Reg Mullenger / John Matthews (Escort TC)
1972	John Harmer / Roger Powell (Cooper S)
1973	Geoff Bartram / John Porter (Escort TC)
1974	OPEC
1975	Phil Wardle / Doug Smith (Escort TC)
1976	Geoff Lobb / Dave Kirkham (Ascona)
1977	Geoff Lobb / Dave Kirkham (Kadett)
1978	Melvyn Woolley / Dave Chennells (RS1800)
2007	David Barker / David Killeen (Triumph TR4)

21. Insurance

Lockton Motor Sports Road Traffic Scheme

The Club has applied to Lockton 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 £15.50.

All new applicants wishing to use the scheme must be able to comply with all points of the Lockton's 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

If you comply with all points above – No Letter of Acceptance will be required.

If unable to comply with any of above points you will be required to complete the Declaration Form which should be forwarded either to the Club or direct to Lockton prior to the event to allow sufficient time for a Letter of Acceptance to be issued. Faxed copies are acceptable.

Motor Sports Risk Services

A Division of Lockton Companies International Limited

Hanover House

30-32 Charlotte Street

Manchester

M1 4FD

Tel:+44 (0)161 242 8307

Fax:+44 (0)161 236 0995

Email: paul.buckle@uk.lockton.com

22. Accommodation

We will be starting quite close to Duxford Airfield which will be hosting its 90th Anniversary Air Show over the Cloverleaf weekend – Good news for those competitors who are also aviation enthusiasts.

This is not so good for those that might need accommodation on the Friday or Saturday nights. Rooms will be hard to come by in the Cambridge area, so we urge potential competitors to make early reservations otherwise you might be roofless or facing a long journey to the start.

We recommend the Coach House Hotel which is less than two miles from the start venue. Mention the Cloverleaf Rally. Contact via:

Coach House Hotel, Flint Cross, Newmarket Road, Nr Melbourn, Cambridgeshire, SG8 7PN

Tel: 01763 208272 Fax: 01763 208268

Web: <http://www.coachhousehotel.co.uk>

E-mail: admin@coachhousehotel.co.uk

23. Acknowledgements

GLARE UK Ltd

The Marshals

Ministry of Defence

MSA

Tracklogs.co.uk

Ted O'Day, Essex RLO, Sylvia Bond, Suffolk RLO;

Dick Jarvis, Cambridgeshire RLO, Mike Tilley, Hertfordshire RLO

All landowners and residents on route