

The Cloverleaf Rallies

October 23, 2010



Cloverleaf Historic Rally

(a round of the **Richard Egger Insurance** HRCR Clubmans Championship)



Cloverleaf Clubmans Rally

supporting



Multiple Sclerosis Society

Registered Charity 207495



Supplementary Regulations



Foreword

The Cloverleaf is back! Again!

The West Essex Car Club Cloverleaf Rallies are running again on Saturday 23rd October. We are running a dual permit event. The Cloverleaf Historic Rally is a National 'B' permit event for historic cars and the final round of the 2010 Richard Egger HRCR Clubmans Championship. The Cloverleaf Clubmans Rally gives those without a historic car or competition licence the chance to sample a regularity and special test rally.

Based again at Heydon Grange Golf and Country Club, the event will tour the lanes of Cambridgeshire, Hertfordshire, Suffolk and Essex taking in tests at two disused airfields.

The organising team is slightly different this year, but the route and regularities are again masterminded by Ray "Crow" Crowther.

Running later in the year than previously, the mileage has been slightly reduced to about 140 miles to minimise the time competitors might be travelling in the dark. One change from the last Cloverleaf Rallies is, following some unfavourable comments, the diver only and navigator only tests have been eliminated.

The event is raising money for the Multiple Sclerosis Society and all donations to this charity will be gratefully appreciated.

Like all rallies, the Cloverleaf cannot run without a large body of marshals, so if you cannot compete, please support the event by marshalling on the regularities or tests. Whatever your involvement in the Cloverleaf we hope you have an enjoyable days motorsport.

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)
2008	Geoffrey Twigg / Mike Briggs (Mini Cooper S)

Cloverleaf Rallies – October 23, 2010

Supplementary Regulations

1. Announcement

West Essex Car Club Limited will promote a dual permit National B Historic Road Rally (known as the Cloverleaf Historic Rally) and a Clubmans Road Rally (known as the Cloverleaf Clubmans Rally) on October 23, 2010.

The event is a qualifying round of the 2010 Richard Egger Insurance HRCR Clubmans Rally Championship. The website for the events is <http://www.cloverleaf.wecc.co.uk>.

2. Jurisdiction

Held under the General Regulations (GR) of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations (SR) and any other written instructions the organising club may issue for the event.

3. Authorisation

Cloverleaf Historic Rally - National B Permit Number: TBA

Cloverleaf Clubmans Rally - Clubmans Permit Number: TBA

CAO Authorisation Number: TBA

Richard Egger Insurance HRCR Clubmans Championship Permit: 37/2010

4. Eligible Competitors

All competitors on the Cloverleaf Historic Rally will require a Competition Licence of National B or higher status valid for the event issued by the MSA, and a membership card of a club belonging to one of the following invited associations:

Association of Eastern Motor Clubs (Note: this includes West Essex Car Club),

East Midlands Association of Motor Clubs (Note: this includes the HRCR),

Association of South East Motor Clubs,

Association of Northern Car Clubs

All competitors on the Cloverleaf Clubmans Rally will require a membership card of West Essex Car Club. A membership application for non-members is available from the event website.

5. Eligible Cars

All cars must comply with GR J5 and GR R18.1-R18.6.4.

Cars entered in the Cloverleaf Historic Rally must also comply with GR R19.1-R19.8. Competitors must present their vehicle registration document (V5) or Historic Vehicle Identity Form (MSA or FIA) at scrutineering as proof of eligibility. Waivers in accordance with GR R19.5 must be requested on the Entry Form and be received at least three weeks prior to the event.

Historic Rally competitors must take note of the additional historic vehicle regulations imposed by the HRCR for registered contenders in the HRCR Clubmans Rally Championship 2010 – see http://www.hrcr.co.uk/images/uploaded/3235678_3532942.pdf.

All vehicles must display a valid tax disc, have a current MOT certificate and valid insurance for the event, either through their own insurers or the event insurance.



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

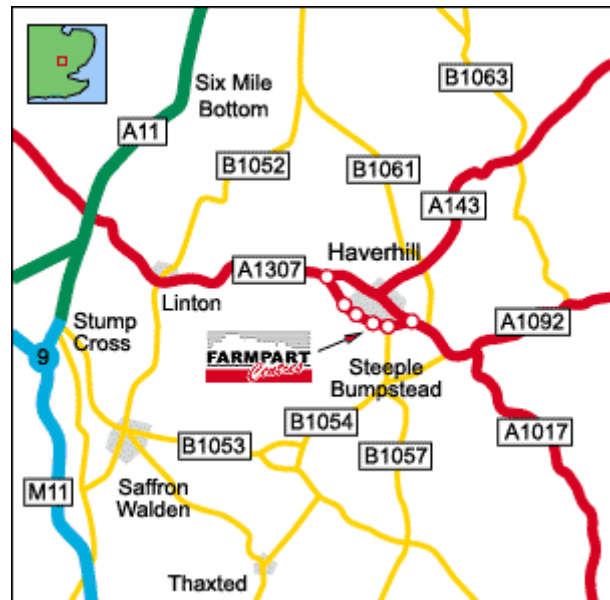
Telephone:	01440 704329
Fax:	01440 714260
Email:	sales@farmparts.co.uk
Post:	Farmpartcentres Unit 2 Homefield Road Haverhill Suffolk CB9 8QP

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

6. Classes

Cloverleaf Historic Rally

- Class 1 - Master crews in Category 1* cars.
- Class 2 - Master crews in Category 2** cars.
- Class 3 - Clubman crews in Category 1 cars.
- Class 4 - Clubman crews in Category 2 cars.
- Class 5 - Newcomer crews in Category 1 and 2 cars.
- Class 6 - All crews in Category 3*** cars (not eligible for overall awards)

*Category 1 – cars registered before January 1, 1968.

**Category 2 – cars registered from January 1, 1968 to December 31, 1974.

***Category 3 – cars registered from January 1, 1975 to December 31, 1981.

Experience class definitions below are the same as the HRCR Clubmans award classes.

Master: A crew where any member has had two or more finishes in the top 5 places overall of a National B (formerly Restricted) or higher status rally.

Clubman: A crew which does not meet the qualifying requirements for Master or Newcomer.

Newcomer: A crew of which no member has previously qualified as a finisher in 6 or more rallies of the following types: a) Any rally for which MSA Competition Licences were required or b) Any other road event in the UK or abroad, which included timed regularity sections and had more than 12 starters.

Cloverleaf Clubmans Rally

Master: A crew where either member has finished in the top 3 places of a Clubman's or the top 15 places of a National 'B' or higher status rally.

Expert: A crew where neither member has finished higher than 4th on a Clubman's or higher than 16th on a National 'B' or higher status rally.

Novice: A crew where neither member has previously finished a Clubman's or higher status rally.

The organisers reserve the right to amalgamate classes in order to achieve a reasonable number of competitors in each class and a fair matching of performance.

7. Programme

The rally will start and finish at Heydon Grange Golf and Country Club 154/419425.

See SR 22 for accommodation details.

The provisional programme (subject to alteration) will be:

Friday, October 15	Entries close.
Monday, October 18	Final instructions emailed.
Friday, October 22	
17:00 – 19:00	Sound Check, Scrutineering and Signing-on at Heydon Grange.
Saturday, October 23	
07:15 – 08:15	Sound Check, Scrutineering and Signing-on at Heydon Grange.
08:00	Road Book/Time Cards Collection time for Car no. 0
09:00	Departure time for Car no.0
	2 Regularities, 6 Special Tests
~12:30 to ~13:30	Lunch halt for Car no.0
	2 Regularities, 6 Special Tests
~16:00	Finish arrival time for Car no.0
~18:00	Awards presentation

8. Officials

General Communications	cloverleaf@wecc.co.uk
Clerk of the Course	Alan Barnard ☎ 01268 462882. alan@cloverleaf.wecc.co.uk
Deputy Clerk of the Course	Gary Nicholls gary@cloverleaf.wecc.co.uk
Deputy Clerk of the Course	George Hendry george@cloverleaf.wecc.co.uk
Secretary of the Event	Jill Barnard 89. Fourth Avenue, Wickford, Essex, SS11 8RH. ☎ 01268 462882. jill@cloverleaf.wecc.co.uk
Entries Secretary	Freya Barnard 89. Fourth Avenue, Wickford, Essex, SS11 8RH. ☎ 01268 462882. freya@cloverleaf.wecc.co.uk
Competitor Liaison Officer	Paul Hernaman paul@cloverleaf.wecc.co.uk
Chief Marshal	Malcolm Heymer 3 Wheatcroft Way, Dereham Norfolk, NR20 3SS. ☎ 01362 854390 malcolm@cloverleaf.wecc.co.uk
Public Relations	TBA
Chief Timekeeper	Tony Michael
Stewards of the Meeting	Ted O'Day, Derek Matthew, Pat Ward
Chief Scrutineer	Loyd Gerken
Environmental Scrutineer	Stuart Kingham
Results	Tony Michael and Team
AEMC Observer	Stuart Kingham
Official Photographer	TBA

All named officials and all marshals will be deemed Judges of Fact for the entire event for adjudication in accordance with GR R8.1-8.1.8. A full list of the Judges of Fact will be posted on the official notice board.

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9. Entries

Entries must be submitted via the Official Entry Form on the web site (preferred), or the printed version available from the site and posted to the Entries Secretary. In each case a cheque for the correct fee should be posted to the Entries Secretary. Post-dated cheques will not be accepted.

Acknowledgement of entries and subsequent communication will be to the nominated competitor's email address.

The entry fee for the Cloverleaf Historic is £110, and for the Cloverleaf Clubmans £100; both include dinner vouchers for two people.

Entries will be selected on a first come basis, although priority will be given to entries for the Cloverleaf Historic Rally until October 1.

The closing date for entries is Friday, October 15. Entries received after this date cannot be guaranteed.

The maximum number of entries for the combined events is 75. The minimum is 40. Should this figure not be reached the organisers reserve the right to cancel the meeting.

Team entries comprising three cars may be made in the Cloverleaf Historic Rally. Team entries may be made up to 08:15 on October 23. The additional entry fee for each team is £5.

Entries cancelled, in writing or verbally, up to October 11 will receive a full refund of entry fee and insurance. Entries cancelled after that date may be refunded at the discretion of the organisers.

If unforeseen circumstances should force the abandonment of the event at any time, the organisers reserve the right to retain a proportion of the entry fee to cover administrative costs.

10. Route

The total length will be approximately 140 miles using public and private roads. The private road mileage is about 10 miles on tarmac and concrete surfaces. All roads have been driven in a standard road car without a sumpguard.

The route will consist of Neutral Sections (GR R10.3) and Transport Sections (GR R10.5) timed to the minute; Regularity Sections (GR R10.4) timed to the second; and Special Tests (GR R10.6) on private land timed to the second.

The maximum distance between fuelling points will be 90 miles.

11. Route Instructions and Maps

Route instructions, special test diagrams and Time Cards will be given to crews one hour before their departure time from MTC1. Additional route instructions will be handed out during the event.

The Time Cards will contain space for records at Controls and Checks, and will be pre-printed with the Standard Time due at each control.

The route has been planned using OS 1:50000 map numbers 154 (D2), 155 (D2), 166 (C3) and 167 (C2). There is only a short section on map 166 and a coloured photocopy of the relevant section will be provided.

12. Road Section Timing and Control Procedure

The rally will be run under Scheduled Time (GR R12.2.1-R12.2.2).

The following types of control will be used:

R11.3 Route Check (RC)

There will be no Code Boards on the public road route.

R11.6 Main Time Control (MTC)

There will be three MTC's: MTC1 (Start); MTC2 (Lunch-out); MTC3 (Finish).

Competitors will be penalised for lateness at MTC1 and MTC2, but not MTC3 other than for OTL.

R2.3.3 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 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 R13(c). Only one crew may start from a public road RS on any particular whole minute.

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.

R11.1.1: 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, 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 regularities, the worst RTP time lateness penalty will be excluded from a crew's total penalties. See SR18 R13(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.

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.

172: The approach to a junction may have a 'Give Way' sign or a triangle marked on the road. You MUST give way to traffic on the main road when emerging from a junction with broken white lines across the road.

16 Special Tests - Procedures and Penalties

During the event there will be a number of Special Tests, timed to the second. Competing cars will be required to manoeuvre – mostly forwards but sometimes backwards – around and between cones and other obstacles, and without encroaching upon Out-of-Bounds areas.

Timing on Tests may either be by means of separate Start and Finish clocks or by 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 booking in to a Test Start (TS). On starting competitors must follow the route of the tests according to a diagram supplied by the organisers. Some tests may require the completion of Codes by competitors. Specific instructions will be included with the test details.

In the interests of safety, correction of an error (e.g. fully passing a cone on the wrong side or a line wrongly with all 4 wheels) by reversing (“unwinding”) is NOT permitted and any competitor doing so will incur a wrong test penalty. This does not include “three point turns” should they be necessary. Once a wrong test has been made competitors should proceed directly to the finish of the test.

At the Test Finish (TF) competitors must stop astride a finishing line.

Competitors overshooting the finish line MUST NOT REVERSE BACK. They will be allocated the time at which they crossed the line plus the penalty for failing to stop astride (10 seconds added). A competitor who reverses back will be given the Maximum Penalty.

It is possible that cars may 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 30 mph average speed. The Maximum Time for each Test is three times the Bogey. The Maximum Penalty for each test is the Maximum Time less the Bogey Time, i.e. twice the Bogey Time. A competitor's penalty for each Test will be calculated as follows:

- a) Taking the Bogey Time or Less – Zero penalties.
- b) Taking longer than the Bogey Time but less than the Maximum Time – Actual time taken less the Bogey Time.
- c) Taking equal to or longer than the Maximum Time – Maximum Penalty.
- d) Striking a cone or marker – 10 seconds added per occasion.
- e) Using an area designated as Out of Bounds – Maximum Penalty.
- f) Failing to cross a line with all four wheels – 10 seconds added per occasion.
- g) Failing to stop astride a line correctly – 10 seconds added per occasion.

- h) Making a false start, taking the wrong route or otherwise failing to complete the Test (includes making no attempt to stop astride) – Maximum Penalty.
- i) Not attempting a test – Maximum Penalty.

17. Other Notes from and Modifications to MSA General Regulations

H35.1.3 – Teams

Crews may be in more than one team competing for the team award.

H35.1.4 – Novice

A Novice is redefined in SR 6.

R5.4.3 – Drivers

Delete “co-driver”.

R6.1.1 – Numbers

The organisers will provide discreet rally numbers which must be fixed to the inside of the rear offside and nearside windows during the event. Failure to display such numbers will be penalised per R13(r).

R7.2.3 – Telephones

Mobile telephones may be carried for emergency use or to report retirement for the event only. Use for any other purpose will be penalised per R13(p).

R7.2.4 – Assistance

No organised assistance will be allowed. Cars may only be worked on by their crew, other competitors or the official “sweep vehicle”, using tools and parts carried in their cars, or at bona fide garages. The penalty for breach of this regulation is exclusion GR R13(o).

R8.2.1 – AEMC Observer

There will be an 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 R8.2.1 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.

The AEMC Observer nominated for this purpose shall be a Judge of Fact in respect of any competitor employing auxiliary lights in a stipulated Quiet Zone (other than in conditions of fog or falling snow), undue noise, or failing to stop at a Give Way Junction (where required) or any behaviour deemed detrimental to good public relations during the course of the event.

R9.1 – Route Information

Competitors will be provided with other route information before their due start time.

R10.3 – Neutral Sections

Competitors are reminded that Neutral Sections must be completed without the use of auxiliary lighting, except as permitted by law in conditions of fog or falling snow.

R11.1 – Closing time of Controls

Replace “30 minutes” with “31 minutes”.

R12.2.7 – OTL

Replace “30 minutes” with “30 minutes 59 seconds”.

R12.6 – Reducing Lateness

This paragraph will apply at MTC2.

R15.1 – Finishers

To be classified as a finisher, competitors must report to all MTCs within OTL.

R15.1.2 – Damage

As written, but note that cars will be inspected at scrutineering and compared at MTC4 to establish damage incurred during the event.

R18.6.4 – Prohibited Equipment

Additionally, the following may not be installed or carried in competing cars, under pain of exclusion: electronic trip meters capable of measuring more than just distance; calculators with integral clocks, cycle computers, electronic speed tables, lap and palm top computers, PDAs, two-way radios, containers for carrying fuel (full or empty), GPS systems or receivers.

R19.8 – Advertising

Competitors are reminded that no advertising is allowed on cars except sponsor decals which may be provided for the event.

18. Penalties

GR R13 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 R13 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 lateness 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 C5.1-C5.2.2.

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

20. Awards

Cloverleaf Historic Rally

1st Overall – The Hairy Trophy and award to the driver. The Currie Cup and award to the navigator.

2nd Overall – Awards to the driver and navigator.

3rd Overall – Awards to the driver and navigator.

Excluding overall award winners, class 1, 2, 3, 4, 5 and 6 awards:

1st in each Class, (subject to 5 or more starters) – Awards to the driver and navigator.

2nd in each Class (subject to 10 or more starters) – Awards to the driver and navigator.

3rd in each Class (subject to 15 or more starters) – Awards to the driver and navigator.

Best Team of three crews – Awards to each driver and navigator.

Least Special Tests Penalties – The Gates Trophy and award to the driver.

Least Regularity Penalties – The CrowKup and award to the navigator

Best all WECC crew – Awards to the driver and navigator.

Cloverleaf Clubmans Rally

1st Overall – The Castrol Trophy plus awards to the driver and navigator.

2nd Overall (subject to 10 or more starters) – Awards to the driver and navigator.

3rd Overall (subject to 15 or more starters) – Awards to the driver and navigator.

Excluding overall award winners, class Master, Expert and Novice awards:

1st in each Class, (subject to 5 or more starters) – Awards to the driver and navigator.

2nd in each Class (subject to 10 or more starters) – Awards to the driver and navigator.

3rd in each Class (subject to 15 or more starters) – Awards to the driver and navigator.

The CrowKup is the property of “Crow” should be returned by July 2011 or two months before the next Cloverleaf Rallies, whichever is earlier.

Other named awards are the property of West Essex Car Club Limited and should be returned by July 2011 or two months before the next Cloverleaf Rallies, whichever is earlier.

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 £17.09.

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

19 Spring Gardens

Manchester

M2 1FB

Tel:+44 (0)161 828 3300

Fax:+44 (0)161 828 3335

Email: lauren.burgess@uk.lockton.com

22. Accommodation

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

Heydon Grange Golf and Country Club

The White Horse Inn, Ridgewell

Robert Covey

Thurlow Estates

Motor Sports Association

Ted O'Day, Essex RLO

Gary Nicholls, Suffolk RLO

Dick Jarvis, Cambridgeshire RLO

Dave Smith, Hertfordshire RLO

All Marshals and Officials

All landowners and residents on route



WEST ESSEX CAR CLUB CLUB NIGHT

Second Monday of
each month from
8pm at:

The Eagle and Child,
13 Chelmsford Road,
Shenfield,
Brentwood,
CM15 8RG



Richard Egger Insurance

Cover for:-

Rally Cars

Service Vehicles

Classic Cars & Collections

Multi Vehicle Policy

(Classic or Modern in one policy)

Trailers, Tools & Spares

Helmets & Overalls

Workshops & Teams

On Event Accident Damage

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