

The Cloverleaf Rallies



September 6, 2008



GLARE® Cloverleaf Historic Rally

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



GLARE® Cloverleaf Clubmans Rally

supporting



Registered Charity 207495



Supplementary Regulations

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)

Cloverleaf Rallies – September 6, 2008

Supplementary Regulations

1. Announcement

West Essex Car Club Limited will promote a dual permit National B Historic Road Rally (known as the GLARE® Cloverleaf Historic Rally) and a GLARE® Clubmans Road Rally (known as the Cloverleaf Clubmans Rally) on September 6, 2008.

The event is a qualifying round of the 2008 Richard Egger Insurance HRCR Clubmans Rally Championship.

The event is sponsored by Glare UK Ltd.

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: 46080

Cloverleaf Clubmans Rally - Clubmans Permit Number: 46081

CAO Authorisation Number: TBA

Richard Egger Insurance HRCR Clubmans Championship Permit: 45/2008

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 C(b) and GR H102-H116.

Cars entered in the Cloverleaf Historic Rally must also comply with GR H117-H128. 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 H123 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 2008 – see http://www.hrcr.co.uk/images/uploaded/3235678_8047908.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

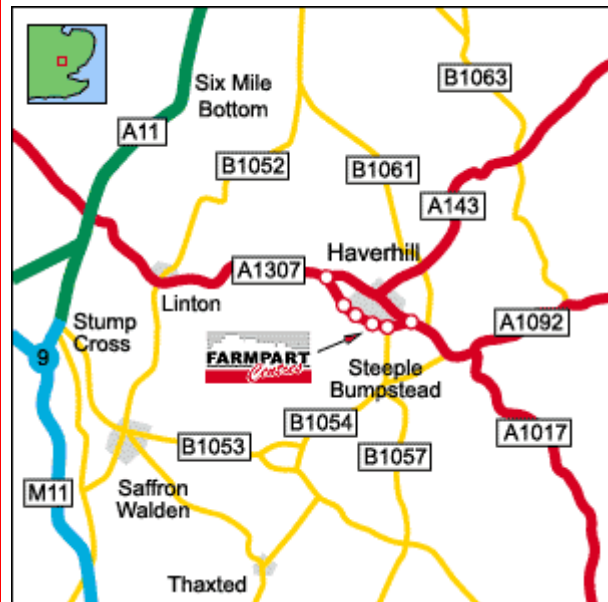
Telephone:	01440 704329
Fax:	01440 714260
Email:	sales@farmparts.co.uk
Post:	Farmpartcentres Unit 2 Homefield Road Haverhill Suffolk CB9 8QP

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:

<u>Friday, August 29</u>	Entries close. Final instructions emailed.
<u>Friday, September 5</u>	
17:00 – 19:00	Sound Check, Scrutineering and Signing-on at Heydon Grange.
<u>Saturday, September 6</u>	
07:15 – 08:15	Sound Check, Scrutineering and Signing-on at Heydon Grange.
08:30	Road Book/Time Cards Collection time for Car no. 0
09:00	Departure time for Car no.0
	3 Regularities, 8 Special Tests
~12:45 to ~13:30	Lunch halt for Car no.0
	4 Regularities, 2 Special Tests
~17:30	Finish arrival time for Car no.0
~19:30	Awards presentation

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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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 August 1.

The closing date for entries is Friday, August 29. 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 September 6. The additional entry fee for each team is £5.

Entries cancelled, in writing or verbally, up to August 22 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 160 miles using public and private roads. The private road mileage is over 10 miles on smooth 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 H51-H52) and Transport Sections (GR H55-H56) timed to the minute; Regularity Sections (GR H53-H54) timed to the second; and Special Tests (GR H57) on private land timed to the second.

The maximum distance between fuelling points will be 95 miles.

11. Route Instructions and Maps

Route instructions in the form of a bound Road Book and Time Cards will be given to crews 30 minutes before their departure time from MTC1.

The Road Book will consist of marked-up photocopies (not necessarily to scale) from OS 1:50000 maps that clearly show: the route, all Controls and Checks except Regularity Timing Points and Secret Checks, most of the Regularity average speeds; and diagrams for the Special Tests. Some route instructions and Regularity average speeds 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 153 (Edition C3), 154 (D1), 155 (D2), 166 (C3) and 167 (C2). The vast majority of the route is on map 154 with only very short sections on the other maps. Although the organisers believe that the marked maps supplied on the event will be sufficient to follow the route, for familiarity competitors may wish to transfer the route to their own maps – particularly map 154.

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.

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

C(a)64 – Teams

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

C(a)64 – Novice

A Novice is redefined in SR 6.

H21 – Crew

On some private road regularities a navigator will not be carried.

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 pant protection our proven track record is testimonial to that.

H22 – Drivers

Delete “co-driver”.

H23 – 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 H84(r).

H36(a) – 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 H84(p).

H36(b) – 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 H84(o).

H38 – 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 H38 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.

H42 – Route Information

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

H51 – 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.

H58 – Closing time of Controls

Replace “30 minutes” with “31 minutes”.

H75 – OTL

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

H80 – Reducing Lateness

This paragraph will apply between MTC2 and MTC3.

H86 – Finishers

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

H87 – Damage

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

H116 – 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.

H128 – Advertising

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

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.

20. Awards

The Cloverleaf Rallies

Least Regularity Penalties – The CrowKup and award to the navigator.

Least Special Test Penalties – A [TrackLogs](#) Digital OS 1:50000 product.

Least Insularity Penalties – A [TrackLogs](#) Digital OS 1:50000 product.

Least Pegularity Penalties – A [TrackLogs](#) Digital OS 1:50000 product.

Most Pegularity Penalties – A set of Crow's low average speed tables.

Every classified finisher – A Cloverleaf memento.

Cloverleaf Historic Rally

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

A [GLARE Gold Paint Protection Package](#) and After Care Kit for the winning car (worth £535)

2nd Overall – Awards to the driver and navigator. [GLARE Paint Protection Kit](#). (worth £111)

3rd Overall – Awards to the driver and navigator. [GLARE Paint Protection Kit](#). (worth £111)

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.

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

Best performance by a crew not using any additional distance measurement device other than the car's original odometer – A [TrackLogs](#) Digital OS 1:50000 product.

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.

Best performance by a crew not using any additional distance measurement device other than the car's original odometer – A [TrackLogs](#) Digital OS 1:50000 product.

The CrowKup is the property of "Crow" should be returned by July 2009 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 2009 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 £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

Richard Egger Insurance



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