



The East Anglian Classic Historic Rally, Run and Challenge

Saturday/Sunday 21st/22nd June 2025

Additional Supplementary Regulations



2024 EAC winners Matt Abrey and Ryan Pickering
1974 Austin Mini



In partnership with



The East Anglian Classic Historic Rally, Run & Challenge

INTRODUCTION

Chelmsford Motor Club is pleased to welcome you to its historic road rally, *The East Anglian Classic*. We are once again delighted to be a round of the HRCR Clubmans Rally Championship.

The event will be starting and finishing in Bury St. Edmunds with easy access from the A14 trunk road. We will be visiting some test venues not used before on the East Anglian Classic. We will also be visiting some different parts of Suffolk and Cambridgeshire.

This year we will be running as a two day event, starting on Saturday afternoon and finishing Sunday afternoon. We will again be running The East Anglian Classic Run, a clubmans event for pre-1991 cars, for competitors holding the free RS Clubman licence. Navigation for the Run will be by marked map, and the route and tests will be exactly the same as the Rally, so this will provide a 'bridge' between classic runs and the HRCR championship for those wishing to progress in their classic motorsport. We are also running the East Anglian Classic Challenge, a clubmans event similar to the Run but consisting of the Saturday leg only.

Again we will be supporting the East Anglian Air Ambulance, which provides airborne response across the region funded entirely by charitable donation. £15 per entry (£5 for the Challenge) will be donated by the club, and competitors are offered the opportunity to make a further donation using the entry form.

The route will cover around 210 miles around the picturesque lanes of Suffolk, Essex and Cambridgeshire, many of which have not seen a rally car for several years. The type and format of last year's regularities was well received and this year's event will be no different including at least one section of traditional plot'n'bash. Navigation will be straightforward and the types of navigation used will be defined in the final instructions to avoid any confusion.

This year's entry fee will include supper on Saturday evening and a buffet lunch at the finish on Sunday afternoon.

Previous Event Winners

1995 Geoff Breakell / Nigel Raeburn Alfa Romeo Giulia
1996 Geoff Breakell / Nigel Raeburn Alfa Romeo Giulia
1997 Sid Ormrod / John Thornley Mini Cooper 998
1998 Adam Wiseburg / Ian Frazer Porsche 911S
1999 Peter Horsburgh / Alistair Bell Austin Mini Cooper S
2000 John Parsons / Gavin Rogers Ford Escort Mexico
2001 Jamie Turner / Graham Raeburn Hillman Imp 875
2002 Peter Valentine / Michael Valentine Mini Cooper S
2003 Terry Pickering / Paul Robinson Triumph TR3
2004 Bill Wyatt / Graham Dance Triumph TR4
2006 Jim Deacon / Dave Wilson Ford Escort RS2000
2006 'Light' Paul Hernaman / Ray Crowther Porsche 911 Carrera
2007 Paul Hernaman / Ray Crowther Porsche 911 Carrera
2008 Paul Hernaman / Ray Crowther Porsche 911 Carrera
2009 Historic Martin Neal / Mick Briggs Austin Healey Sprite
2009 Clubman Geoff Lobb / Tom Peddle Vauxhall Corsa
2010 Historic Paul Hernaman / Ray Crowther Porsche 911 Carrera
2010 Clubman Isaac Zarmati / Sarah Zarmati Austin Mini Cooper S
2011 Martin Neal/Richard Dix Ford Escort
2012 Ryan Pickering/Lisa Marshall Triumph TR4
2012 Run: Pete Goodwin/Ken Larking Ford Cortina Mk1
2013 James Griffiths/James Howell Mini Clubman 1275 GT
2013 Run: Pete Goodwin/Ken Larking Ford Cortina Mk1
2014 John Ruddock/Andy Pullan Ford Escort Mexico
2014 Run: Graham Mayes/Keith Howard MGBGT
2015 Gavin Rogers/Carrie Rogers Reliant Scimitar
2015 Run: Pete Goodwin/Robin Hernaman Ford Cortina Mk1
2016 Matt Warren/Ryan Pickering Ford Escort
2016 Run: James Griffiths/Peter Sartain Mini 1275GT
2017 Dave Leadbetter/Cath Woodman BMW 2002
2017 Run: Pete Goodwin/Robin Hernaman Ford Cortina Mk1
2018 John Haygarth/David Taylor Opel Kadett
2018 Run: Sheldon Furby/Peter Littlefield Austin Seven
2019 Richard Isherwood/Ali Procter VW Golf GTi
2019 Run: Carrie Northmore/Bernard Northmore Porsche 944
2022 Dan Willan/Niall Frost Volvo PV544

2022 Run: John Peterson/David Smalley Austin Mini Cooper S
2023 Owen Turner/Ryan Pickering Mitsubishi Colt Lancer
2023 Run: Graham Banks/Dick Athow Volvo Amazon
2024 Matthew Abrey/Ryan Pickering Austin Mini
2024 Run: John Peterson/Ian Graham Mini Cooper S

Additional Supplementary Regulations

1 Announcement

Chelmsford Motor Club will organise and promote an Inter-Club Historic Road Rally (known as The East Anglian Classic Historic Road Rally) on **Saturday 21st and Sunday 22nd June 2025**

Chelmsford Motor Club will also organise and promote a Clubmans Historic Road Rally (known as The East Anglian Classic Run) on the same date, using the same route, and a second Clubmans Historic Road Rally (known as The East Anglian Classic Challenge) consisting of the Saturday leg only.

This meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations and any written instructions that the organising team may issue for the event.

The Inter-club event is a qualifying round of the HRCR Clubmans Rally Championship. The Clubman event is not a round of any championship.

The event website is www.eastanglianclassic.co.uk

2 Permit and Competition Licences

The Rally will be run under an Inter-Club permit. All competitors will require a Competition Licence of Inter-Club or higher status valid for the event issued by MotorsportUK and a membership card of one of the eligible clubs.

East Anglian Classic Historic Rally Permit Number 202237

DOE Authorisation Number TBC

The Run and challenge will be run under Clubmans permits. All competitors will require a Competition licence of RS Clubman or higher status valid for the event issued by MotorsportUK and a membership card of Chelmsford Motor Club..

East Anglian Classic Run Permit Number 202259

East Anglian Classic Challenge Permit Number 202260

DOE Authorisation Numbers TBC

3 Programme

The rally will be based at The Dragonfly Hotel, Bury St. Edmunds IP32 7DZ

The Provisional Programme (subject to alteration) will be:

Saturday 21st June	1100 - 1430 Scrutineering and signing on at Complete Rally Services, Unit 17 Oaklands Park Rougham Hill Bury St Edmunds IP33 2RW 1501 Car 1 collects road book and navigation 1601 Car 1 starts Saturday leg (MTC1) 2015 approximately Car 1 finishes Saturday leg (MTC2) and receives roadbook for Sunday leg, followed by supper at Dragonfly Hotel.
Sunday 22nd June	0930 Start of Sunday leg (MTC3) 1430 First cars finish rally (MTC4) 1500 Buffet begins - followed by Awards Presentations

4 Officials

Stewards of the Meeting: Event Steward: Dave Thompson, Ed Scott, TBC

Clerk of the Course: Paul Brewerton

5 Prince Street, Sudbury, Suffolk, CO10 1HZ.

Tel. 07702 113684 paul@eastanglianclassic.co.uk

Deputy Clerks of the Course: Brian Jaggs, Matt Endean

Event Secretary: Alan Barnard

89 Fourth Avenue, Wickford, SS11 8RH

Tel: 01268 462882

Entries Secretary, Chief Timekeeper & results: Tony Michael
The Finch, Main Road, Boreham, Essex CM3 3JF
Tel. 01245 466994 arm@chelmsfordmc.co.uk

Chief Marshal: Jim Bowie eac_chiefmarshal@chelmsfordmc.co.uk Safeguarding Officer: Lucy Fryer

Chief Scrutineer: Rob Dominy Assistant Scrutineer: TBC

Environmental Scrutineer: Dave Barnes Historic Eligibility Scrutineer: TBC
Photographer: Andy Manston of M&H Photography

All named officials and all marshals will be deemed Judges of Fact for the entire event. The decision of a Judge of Fact is not open to protest. A full list of the Judges of Fact will be available at signing on.

5 Eligible Competitors

Competitors of The East Anglian Classic Historic Rally must hold a valid competition licence of Inter-club or higher status and be members of at least one of the following: A member club of the Association of Eastern Motor Clubs, the East Midlands Association of Motor Clubs, Association of South East Motor Clubs or the Association of Central Southern Motor Clubs or The Historic Rally Car Register.

Competitors of The East Anglian Classic Historic Run and the East Anglian Classic Challenge must hold a valid competition licence of RS Clubman or higher status and be members of Chelmsford Motor Club.

6 Eligible Cars

All vehicles must comply with Motorsport UK Technical Regulations as per National Competition Rules (NCR) Chapter 13 Appendix 15. All vehicles must be taxed and insured for the public highway.

All cars must comply with the requirements for Category 1, 2, 3, 4a or 4b Historic rally cars as set out in 2025 National Competition Rules Chapter 13 Appendix 15 Article 9.2.

As per NCR 13.15.11.3 cars that do not fully comply with NCR13.15.3.1-4 may be considered for acceptance subject to the organisers being granted specific waivers by Motorsport UK.

Applications must be requested from the Entries Secretary in writing (or e-mail) at least three weeks prior to the event.

Competitors will be required to present: -

- i) A current MOT certificate if required
- ii) The registration document of the vehicle (V5) or other suitable document as proof of period authenticity.
- iii) A small spill kit.
- iv) A warning triangle.
- v) Two hi-viz jackets.
- vi) OK/SOS board.

7 Classes

The East Anglian Classic Historic Rally

Class M1 - Master crews in Category 1* cars.
Class M2 - Master crews in Category 2** cars.
Class M3 - Master crews in Category 3*** cars.
Class M4 - Master crews in Category 4a & 4b**** cars
Class E1 - Expert crews in Category 1* cars.
Class E2 - Expert crews in Category 2** cars.
Class E3 - Expert crews in Category 3*** cars.
Class E4 - Expert crews in Category 4a & 4b**** cars.
Class N1 - Novice crews in Category 1*, 2**, 3*** cars.
Class N2 - Novice crews in Category 4a and 4b cars.

*Category 1 – cars of a specification valid before January 1, 1968.

**Category 2 – cars of a specification valid from January 1, 1968 to December 31, 1974.

***Category 3 – cars of a specification valid from January 1, 1975 to December 31, 1981

****Category 4a - cars of a specification valid from January 1, 1982 to December 31, 1985

****Category 4b - cars of a specification valid from January 1, 1986 to December 31, 1990

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

- a) MASTER, a crew where any member has had four or more finishes in the top 10 places overall of a National B, Interclub, HERO red and black events or higher status rally in the last 4 years.
- b) EXPERT, a crew which does not meet the qualifying requirements herein for Master or Novice.

c) NOVICE, a crew in which no member has had four or more finishes in the top 25 places overall of a National B, Interclub, HERO red and black events or higher status rally in the last 4 years. Previous experience shall be counted up to the date of the event.

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.

The East Anglian Classic Run

There will be a single class consisting of all entries.

The East Anglian Classic Challenge

There will be a single class consisting of all entries.

8 Body Damage

Cars will be inspected for damage at Scrutineering. All competitors must declare any damage incurred either to their car or to a third party's property during the event, on the form provided. Failure of any competitor, whether the car is damaged or not, to hand in a complete damage declaration at the finish of the event will result in disqualification. Competitors' attention is drawn to NCR chapter 13 requiring competitors who retire to return their damage forms to the organisers within 72 hours of the end of the event.

9 Prohibited Equipment

The following may not be installed or carried in competing cars, under pain of disqualification: electronic trip meters capable of displaying average speed; 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 receivers, video cameras. In the interests of safety, mobile telephones MAY be carried in competing cars, but only for use in emergencies or after retirement.

10 Identification

The organisers will provide a self-adhesive rally plate and two smaller self-adhesive competition numbers. The rally plate is to be affixed to the front of the car and the smaller numbers to each side. The smaller numbers must be placed behind the front doors on the coach line or above. The rear side windows, if applicable, are ideal. The organisers may supply sponsor's decals that must be displayed on each side of the vehicle. Competitors not displaying proper numbers or decals throughout the event may incur disqualification or a lesser penalty, at the organiser's discretion.

11 Entries

Entries will only be accepted if submitted via the on-line entry system (www.eastanglianclassic.co.uk), or you can print a form from the internet and post to the Entries Secretary, accompanied by the correct fee. Entries to this year's event(s) open on the formal publication of these regulations with an entry fee of **£225 (including £15 EAAA donation) for the Rally and Run**. The entry fee includes supper on Saturday evening and a prize giving buffet for two people. The entry fee for the **Challenge will be £50, including a £5 EAAA donation or £90 if supper is required..** Please enter early. You will be able to pay by bank transfer... The closing date for entries is Saturday 8th June. Entries received after this date cannot be guaranteed.

The maximum number of entries for the Rally is 60. The minimum is 25. The maximum number of entries for the Run and the Challenge is 20. The minimum is 5. Should any of the maximum numbers be exceeded a reserve list will be created. Should either minimum number not be reached the organisers reserve the right to cancel all or part of the meeting. Entries will be selected on a first come first served basis.

Entries cancelled, in writing or verbally, up to 8th June will receive a full refund so please enter early. 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.

12 Route

The total length of the rally and run will be about 210 miles and the challenge about 100 miles; fuel will be available en route as identified in the road book. It will comprise primarily of surfaced roads with some sections of tracks which may have a broken surface but which are smooth. All roads will have been driven in a standard road car with no sump guard.

13 Route Instructions

The East Anglian Classic Historic Rally

Navigation will be by simple traditional means, although the methods used WILL vary between regularities. Examples of types of navigation can be obtained from the Clerk of the Course. A roadbook containing details of all the Main

Time Controls, Regularity Start Controls, Test Venues, Petrol Halts and the location of black spots and give way junctions (NCR 13.4.2) will be given to competitors as specified in the programme.

On the route, junctions shall be treated in accordance with the Highway Code. It is not necessary to stop but competitors must give priority to traffic from the right.

Competitors will require OS 1:50000 (Landranger) maps numbers **144, 154 and 155**. The versions used to plan the event were all revised 2013, reprinted 2016.

The East Anglian Classic Run and The East Anglian Classic Challenge

Competitors will be provided with marked map extracts showing the complete route of public road regularity sections (but not the locations of IRTCs and route checks), and information regarding regularity average speeds. Competitors who wish to practise their navigation skills may request copies of the navigation handouts used in the Rally.

14 Quiet Zones and Black Spots

Along the route the organisers may establish Quiet Zones. In a Quiet Zone, competitors must proceed quietly in as high a gear as possible. Quiet Zones will be notified to competitors in the route instructions or shown on the marked maps issued for Run competitors and additionally by the use of "Q" boards on the route. The non-appearance of either or both of these does not invalidate the Quiet Zone and the onus lies with the competitor to comply with the route card / roadbook. All 30 and 40 MPH areas will be considered Quiet Zones in their entirety. The penalty for failure to observe the requirements of a Quiet Zone will be 300 marks for the first offence and disqualification for the second.

There may also be Black Spots defined in the final instructions, road book, official notices or navigation handouts/marked maps. Make sure you plot these on your maps and avoid them at risk of exclusion from the event.

15 Motorsport UK code of conduct

All Competitors, their associates, Officials and Marshals must be aware of their behaviour and conduct at all times and any abusive language or harmful behaviour will not be tolerated. Any incidents must be reported to the Event Officials or Safeguarding Officer who will also relay the report to Motorsport UK.

The Race with Respect Code of Conduct and further information is available on the Race with Respect page on the Motorsport UK website: <https://www.motorsportuk.org/racewithrespect/>

A vertical poster with a blue background on the left and a colorful, abstract design of overlapping rectangles in blue, green, yellow, red, and grey on the right. The text is white and yellow. At the bottom right is the FIA logo.

 **RACE WITH RESPECT**

Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

[motorsportuk.org/racewithrespect](https://www.motorsportuk.org/racewithrespect)
#RaceWithRespect

MEMBER OF


16 Road Section Timing and Control Procedure

The rally will be run under Scheduled Time (NCR13.5.4) The following types of controls may be used:

Main Time Controls (MTC) at points which competitors must visit during the time the control is open in order to be classified as a finisher. MTCs will be typically located at the start and/or finish of each leg and at the lunch or petrol halts.

Time Controls (TC) at intermediate points on the route where competitors' times will be recorded.

Secret Checks (SC) established at undisclosed points to check competitors driving behaviour and/or adherence to route instructions and/or adherence to the Supplementary Regulations.

Passage Checks (manned) (PC) and **Route Checks (unmanned) (RC)** to establish adherence to the correct route.

Results Passage Checks (RPC) where time cards should be handed in and data downloaded from time card tags.

Regularity Start Controls (RS) at the start of Regularity Sections. These may be self-start.

Intermediate Regularity Time Controls (IRTC) where competitors' time of arrival will be recorded as they stop astride the line at the control point.

Test Starts and Finishes (TS and TF) at the start and finish lines of tests.

Passage checks, Route checks, merge passage checks and stop/go boards may be used on tests.

If any control is unmanned, it will assume the status of a Route Check.

The beginning of a Control Area (other than at TS's, TF's and RC's) will be indicated by a control board. Except at IRTCs, competing cars may enter the control in the minute preceding their due time, so that their time card may be filled in. Electronic tags will be affixed to each competitor's timecard for the purpose of recording times from the marshals' clocks. The times stored by the tags will be downloaded into the results computer at RPCs located at rest halts or specified download points for speedy production of results.

Competitors will start at one minute intervals. Each competitor will be due at each MTC and TC at the Standard Time, plus their rally number in minutes. This is their Scheduled Time.

Competitors booking in at MTCs before their Scheduled Time will be penalised at the rate of 120 marks per minute.

Maximum Permitted Lateness at Main Time Controls is 45 minutes, All regularity start controls, intermediate regularity time controls, test starts and test finishes will open 15 minutes before the due time of Car 0 and close 30 minutes after the due time of the last car, or when the course closing car is sure that all competing cars have visited the control, whichever is the earlier.

Competitors will be penalised for lateness at the Start Control of each leg (MTC1 and MTC3). Apart from this, there are no lateness penalties at regularity or test starts other than maximum permitted lateness.

There are no penalties for lateness at controls at the end of Neutral or Transport Sections other than maximum permitted lateness.

Test start Controls: Competitors may report to these points and start the test at any time during the period they are open. They should be ready to start the test IMMEDIATELY on arrival; they may be instructed to start the test and timed accordingly even if they are not ready to move off. Please arrive at test and regularity starts as early as possible without driving too fast; this will assist the running of the event and give you a greater lateness cushion.

Except where specifically permitted, competitors may not pass through a Control of any kind more than once; may not turn round in a control; and must approach and depart from the control in the directions specified or implied by the route instructions. The penalty for doing otherwise is equivalent to missing that control.

17 Regularity Sections

There will be regularity sections (NCR13.4.6) in which competitors will be required to maintain a constant, fairly slow speed. The speed may change during a section; the speed to be maintained will be made known to competitors at or before the Regularity Start Control. These sections will be timed to the second.

Competitors must be ready to start immediately on arrival. They will be allocated a start time on the first practicable full minute and no two cars may start at the same time. Some RS's may be 'Self Start' meaning that the control will NOT be manned but there will be a marker identifying the exact start point of the regularity section. Start time for the regularity may be allocated on the time card, for example the first RS after an MTC, so competitors should aim to arrive at the regularity start point in time to re-set their trip meter and start on the allotted time. Otherwise competitors should record the start time in ink in the relevant space on the time card. Competitors must therefore have a clock in their car (or on them) that is accurately synchronised to rally time so they know when to start. A clock set to rally time, based on the Rugby radio signal will be available at the signing-on area. We hope to man all regularity start controls, in which case competitors should obey marshal instructions.

Competitors will be timed to the second at undisclosed Intermediate Regularity Timing Control (IRTCs). Their due time at these points is based on the distance from the preceding control and the average speed(s) set. IRTCs will be indicated by a large Control Board at the start of the control area, and a white line on the road at which competitors must stop astride and present their time card to the marshal. The marshal will record their time of stopping astride the line and display a card indicating the distance to that IRTC and the time they should have taken from the preceding control. Competitors may not stop or slow down unduly within sight of an IRTC. If they do they will be given the time at which they stop or slow down unduly as their arrival time.

Competitors must not stop on Regularity Sections, except at an IRTC or if obliged to do so by a Stop sign, or by other circumstances beyond their control (such as giving way to oncoming traffic on narrow roads, which is recommended). The penalty for stopping except in such circumstances will be 100 additional marks, if observed by a marshal or Judge of Fact. IRTCs **on public roads** will not be less than 2 miles apart, nor less than ½ mile after any section of route on an A road (except crossing).

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 about 5 miles. Details will be given in the final instructions.

18 Tests

During the event there will be a number of driving tests, timed to the second. 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 arrival. If they are not ready, they may be given the start signal anyway and their Test Time taken from then. Competitors overshooting the Finish line or passage check boxes **MUST NOT REVERSE BACK**. They will be allocated the time at which they cross the line plus the penalty for failing to stop astride. Any competitor who reverses back will be given the Maximum Time. 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; however rally etiquette that competitors should give way to faster cars where it is safe to do so does apply.

It is not allowed to 'unwind' a mistake and cars should NEVER deliberately drive against the test direction.

A Bogey Time for each Test will be published, based on a 30mph average speed.

A Maximum Time for each Test will also be published. This time is the maximum penalty that may be assigned for a test. A competitor's score for each Test will be calculated as follows:

- a, Taking the Bogey Time or Less: Bogey time
- b, Taking longer than the Bogey Time but less than the Maximum Time: actual time taken
- c, Taking longer than the Maximum Time: Maximum Time
- d, Striking a cone or marker: 5 marks per occasion added
- e, Crossing a baulk line: 5 marks per occasion added
- f, Failing to stop astride a line correctly or to stop within a box: 20 marks per occasion added
- g1. Unintentionally going the wrong way round a cone or marker: first occurrence 20 marks; subsequent occurrence on the same test: Maximum Time.
- g2. Making no effort to go the correct side of a cone or marker: maximum Time.
- h, Making a false start (or false re-start at a passage check) 20 marks
- i. Otherwise failing to complete the Test (includes making no attempt to stop astride or in a box): Maximum Time
- j, Not attempting a test: Maximum Time
- k, Additional penalties for specific requirements of a test: As defined in the Roadbook

19 Penalties

General Regulation NCR13.7.1 is modified as follows:

Penalties will be expressed as marks lost as follows:

- a) Not reporting or OTL at a Time Control or Regularity Start Control or Intermediate Regularity Time Control, wrong direction of approach to or departure from such on public road regularity sections: 300 marks; on a regularity section on private land: 100 marks.
- b) Late arrival at any Start Control of each leg (MTC), per minute: 60 marks.
- c) Early or Late arrival at an Intermediate Regularity Time Control on a Public Road Regularity Section, per second: 1 mark, up to a maximum of 60 marks; on a Regularity Section on private land: 1 mark per second up to a maximum of 60 marks.
- d) Failing to record the letters from a Route Check code board or failing to visit or obtain a signature at a Passage Check on a road section: 60 marks
- e) Breach of a statutory requirement concerning the driving of a motor vehicle: 1800 marks
- f) Contravention of NCR13.10.18 - 3/4 rule: 600 marks.

Second offence for e) and f) - exclusion

To be classified as a finisher, competitors must visit every MTC within maximum permitted lateness (OTL).

Ties will be decided by reference to:

- i, Fewest penalties on the Regularity Sections
- ii, Fewest penalties on the Tests
- iii, Furthest cleanest

20 Results, Protests, Appeals and Reviews

Interim Results will be published at intervals during the event. Provisional results will be published at the finish venue as soon as possible after the last car has finished. Protests and appeals must be made in accordance with NCR chapter 2 and any additional Motorsport UK requirements relevant at the time. These results become final when any protest or appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters, and all outstanding protests or appeals have been settled. Protest and Appeal Fees are to be paid direct to Motorsport UK within 48 hours of the Event and any fines are to be paid within 7 days of the Event direct to Motorsport UK. Please call Motorsport UK 01753 765000 within these timescales to make your payments. There will be no provision at the Event to make these payments. Should additional evidence that was not available at the time of the protest or appeal be discovered then a Review Body may be convened in accordance with NCR chapter 2.

21 Awards

East Anglian Classic Historic Rally

Awards will be given as follows:

Overall Winning Crew: **The Alec Lobb memorial trophy + replica to the driver.**

The Gavin Leech memorial trophy + replica to the navigator.

2nd Overall trophies to driver and navigator

3rd Overall trophies to driver and navigator

Class M1 Master Cat 1 – 1st and 2nd trophies to driver and navigator

Class M2 Master Cat 2 - 1st and 2nd trophies to driver and navigator

Class M3 Master Cat 3 - 1st and 2nd trophies to driver and navigator

Class M4 Master Cat 4 - 1st and 2nd trophies to driver and navigator

Class E1 Expert Cat 1 - 1st and 2nd trophies to driver and navigator

Class E2 Expert Cat 2 - 1st and 2nd trophies to driver and navigator

Class E3 Expert Cat 3 - 1st and 2nd trophies to driver and navigator

Class E4 Expert Cat 4 - 1st and 2nd trophies to driver and navigator

Class N1 Novice Cat 1, 2, & 3 - 1st and 2nd trophies to driver and navigator

Class N2 Novice Cat 4 - 1st and 2nd trophies to driver and navigator

2nd in Class awards are subject to 6 or more starters in each class. The organisers reserve the right to amalgamate classes as they deem appropriate.

No person may win more than one of the above awards

East Anglian Classic Run

Awards will be given as follows:

1st Overall – **The Tony Burchnall memorial trophy + replica to Driver**

The Secret Garage trophy + replica to Navigator

2nd Overall trophies to driver and navigator (subject to 6 or more entries).

East Anglian Classic Challenge

1st Overall trophies to driver and navigator

2nd Overall trophies to driver and navigator (subject to 6 or more entries)

Insurance

Vehicles must have a valid motor insurance policy which provides, as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor. If a competitor wishes to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is a named driver on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to contact@reis.co.uk and providing the Drivers' name and date of birth, the date they passed their driving test and details of any motoring claims and/or convictions. Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Road Section scheme is provided by Reis Motorsport Insurance and underwritten by First Underwriting Limited.

The basic rate per driver for the Insured event, before any loadings will be:

Net Premium	£28.57
Insurance Premium Tax	£3.43 (IPT @12%)
Total Payable For Each Vehicle	£32.00

Reis Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited. Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

First Underwriting Limited who are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

23 Assistance

No organised assistance will be allowed. Cars may only be worked on by their crew or by other competitors, using tools and parts carried in their competing cars, or at bona fide garages. The penalty for breach of this regulation is disqualification.

24 Driving Standards Observer

There may be AEMC and/or event observers appointed to the event who will be identified by means of a plain white decal on each side of their car. They shall be deemed Judges of Fact and Driving Standards Observers 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 their absolute discretion, observers shall be empowered to disqualify a competitor by removal of their time card and instructing the competitor not to continue or by acquainting the Clerk of the Course with their decision at the earliest practical opportunity. Observers nominated for this purpose shall be Judges 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.

25 Accommodation

We have negotiated a discount for Saturday night at the Dragonfly Hotel, Bury St Edmunds. Competitors should contact the hotel directly, quoting 'East Anglian Classic', although you may find a better rate by using an agent such as Trivago or Booking.com. Contact details can be found at <https://www.suryahotels.co.uk/dragonflyburystedmunds/>. Details of other hotels and bed and breakfast accommodation in the area can be found online. Please remember that Saturday Evening Supper and Sunday Lunch Buffet at the end of the event are included in your entry fee, but not Sunday breakfast.

26 Acknowledgements

Historic Rally Car Register
Owen Turner Complete Rally Services
Dragonfly Hotel, Bury St. Edmunds
Essex, Suffolk & Cambridgeshire RLOs
Essex Police
Suffolk Police
Cambridgeshire Police
Motorsport UK route authorisation office
John Pawsey, Lavenham
John Hunter and Peter Philp, Belchamp Otten
Robert Gough, Lackford, Bunkers Barn
Hugo Upton, Park Farm
John Barron, Primrose Hill
Anglia Motor Sports Club and its member clubs
All marshals and officials
...and all landowners and residents on route

Chelmsford Motor Club

Chelmsford Motor Club was established in 1956 and remains one of the Southeast's most active clubs. The club has a superb reputation for organisation - from the Corbeau Seats Tending and Clacton Closed Road Stage Rally through the 'one and only' Preston Rally and stage rallies at Brands Hatch to grass roots motor sport such as Autotests, PCTs, Targa Rallies and 12 car rallies.

For more information on Chelmsford Motor Club or if you are interested in joining, please visit our website chelmsfordmc.co.uk

Chelmsford Motor Club was voted JLT Sport / MSA Motor Club of the Year 2009. We are extremely proud of the accolade but it is down to all the competitors, marshals and club members who made it possible. We were also voted into second place in 2018 and third place in 2007, 2012 and 2014. Thank you for your support over the years.

Marshals

As always, to make the event a success, we are going to need lots of marshals. If you are unable to compete, but would still like to be part of the 2025 East Anglian Classic, please contact our chief marshal at eac_chiefmarshal@chelmsfordmc.co.uk.

Alternatively you can register your interest online at www.chelmsfordmc.co.uk