



Sporting Car Club of Norfolk

2016 / 2017 12 Car Championship

Rules

Dated 31st August 2016

- 1) These rules will stay in place for the duration of the 2016 / 2017 12-car series.
- 2) Events should start at 8.00pm to allow enough time for Competitors and Marshals to arrive
- 3) Distance to be approximately 50 miles to allow time for a Natter & Noggin at the Finish. The route is to be informed to the RLO for the area (currently Pat Ward) no later than 3 weeks before the date of the event. He has a list of sensitive areas for the relevant maps and will help organizers to plan routes that avoid them.
- 4) Entries will be accepted on a first come, first served basis. Entrants who have paid their entry fee (by cash or cheque) will be given priority over those yet to pay.
- 5) **DRIVING STANDARDS**
 - a. **STOP SIGNS** - at ALL junctions where there is a STOP sign, drivers must come to a complete halt.
 - b. **GIVE WAYS** – at MOST Give Ways and junctions where a lower classification road joins a higher classification road, drivers are expected to follow the Highway Code and to proceed with DUE CAUTION, but it is not essential to stop.
 - c. **SPECIFIED STOP JUNCTIONS** - some road junctions may be specified in the Final Instructions or Route Instructions as "STOP GIVE WAY" junctions, e.g. where there is limited visibility. At these junctions, drivers MUST come to a complete halt.
 - d. To help make SCCoN 12-Car events unobtrusive, crews must drive quietly and unobtrusively when passing dwellings close to the road, and when near to any other road user, or observer. This means driving in a high gear without excessive throttle openings and with no wheel-spin and no tyre squeal from acceleration, cornering or braking.
 - e. **Restricted Zones and Built-up Areas** – entrants and marshals are expected to use common sense and travel with auxiliary lights switched off and with minimum noise in all 20 mph, 30 mph and 40 mph restricted zones, built up areas and any other areas specified in the Final Instructions or Route Instructions for the event.
- 6) Passage check boards will be made from reflective vehicle registration plates and will have 3 letters/digits. The boards will be placed at 90 degrees to the edge of the roads so the digits on the boards are easily visible to approaching vehicles. All letters/digits must be clearly recorded on the timecard in the space provided.
- 7) Clocks will be provided by the Club for use by the Marshals in recording times during the event.
- 8) Full results will be published in the newsletter following the event.
- 9) The award of trophies will be optional at the organisers' discretion.
- 10) Classes are based on the experience of the NAVIGATOR. Navigators will normally stay in the same class for the entire 2016/2017 season. Upgrading to a higher class will occur if a crew wins a 12-car event (1st overall not 1st in class) but they will not move to the next higher class until the start of the next 12-car season.

Nevertheless, a navigator may elect to move to a higher class voluntarily at any time should they wish.

Navigators who wish to revert to a lower class (for example if they have not competed for some time or if they have just moved up a class but are finding the navigation too difficult) may make a request to revert to a lower class. Such a request will be considered by and a decision will be made by the SCCoN Management Team. If it is agreed for a navigator to change class by this means it shall take place as soon as the decision is made.
- 11) Navigation for the different classes. For more information and advice about how the navigation works please contact the Championship Coordinator, currently Gordon Shipley.

a. Beginners

- i. Beginners are a category within the Novice class.
- ii. Beginner navigators may request a marked map for up to three 12-Car events. This will have the full route, including all Time Controls marked, but not the location of Passage Check Boards.
- iii. Beginner navigators using a marked map, may win one 12-Car event (and the Novice class on that event), but once they have done so, their automatic entitlement to a marked map shall end but they will stay in the Novice class.
- iv. Nevertheless an inexperienced navigator crew who has used marked maps on three events or who has won an event using a marked map may request further marked maps. This request may be granted at the discretion of the event organiser (for ratification by the SCCoN management team),
- v. Any navigator who has had three marked maps or won an event using a marked map and continues to use a marked map will be classified after ALL other crews in the results.

b. Novices

- i. Novices will be provided with most of their route cards at "Signing On", and are permitted to pre-plot those sections of the route.
- ii. Organisers MUST give Novices two of their route cards in sealed-envelopes to be opened at defined time controls. The navigation for these "sealed envelope" route cards should be straightforward.
- iii. Navigation will be taken only from the following. It is hoped this will make the jump from marked maps to full "plot 'n bash" easier.
 - a. Junctions defined by - Tulips - with heads and tails, in order and not reversed.
 - b. Junctions defined by - SO TR TL - spaced and not reversed.
 - c. Route defined by - Spot heights - with directions of approach and leaving.
 - d. Route defined by - Grid lines - to be crossed, spaced, in order and not reversed.
 - e. Junctions defined by - compass headings for direction of departure at consecutive junctions – spaced, in order.
 - f. Junctions defined by- road colours e.g. YYY, YWY, RGY, YYWW – spaced, in order

c. Intermediates

- i. The location of time controls will include the direction of approach.
- ii. Navigation will be taken only from the following.
 - a. Tulips - may have head or tail omitted may be reversed or numbered out of order.
 - b. SO TR TL - may be squashed but not reversed.
 - c. Spot heights - with /without directions of approach and leaving.
 - d. Grid lines - may be squashed but not reversed.
 - e. Grid squares - in order, not squashed.
 - f. Map references - approx. no more than 1 per mile of route.
 - g. Herringbone - straight with clues where possible. Shows start or finish.
 - h. Compass headings for direction of departure at consecutive junctions – may be squashed, in order.
 - i. Junctions defined by - road colours e.g. YYY, YWY, RGY, YYWW – may be squashed, in order.

d. Experts

- i. The location of time controls will include the direction of approach.
- ii. Navigation will usually be taken from the following. Occasional use of other navigation is permitted.
 - a. Tulips - may have head and tail omitted, may be reversed or numbered out of order.
 - b. SO TR TL - may be squashed and reversed.
 - c. Spot heights - with / without directions of approach and leaving, may be out of order.

- d. Grid lines - may be squashed and reversed.
- e. Grid squares - may be out of order, not squashed.
- f. Map references - approx. no more than 1 per half mile of route.
- g. Herringbone - may be bent or circular, if circular clues must be added.
- h. Compass headings for direction of departure at consecutive junctions – may be squashed, or reversed.
- i. Junctions defined by:- road colours e.g. YYY, YWY, RGY, YYWW – may be squashed, or reversed.

All classes

- i. ALL route cards will include the grid reference of the control at the end of the section.
- ii. Map references or grid squares will be used for black spots and quiet zones etc.
- iii. On the route instructions for a specific section there will be an indication of whether that particular bit of route may use white roads, usually a set of square brackets []. If the brackets are empty then white roads may be used. If the brackets contain CRO [CRO] this means “coloured roads only” and white roads will not be used.
- iv. White roads (on the map i.e. not green, red, brown or yellow colour) may not have a sealed (tarmac or concrete) surface.
- v. If there is a triangle drawn beside a route instruction it means to drive the long way around the small grass triangle that will be found at that junction (may also be referred to as a NAM triangle for “not as map” or LWR for “long way round”).
- vi. It is the Competitor’s responsibility to ensure the Championship Coordinator has the information to enable him to compile the Championship placing.
- vii. Maximum Permitted Lateness (OTL – Over Time Limit) – is the maximum amount of cumulative lateness which if exceeded will result in the crew being deemed to have not visited that control, and may result in exclusion from the results. This is 30 minutes 59 seconds or as defined in the event Regulations. If in doubt please ask the organisers or another competitor.

12) Organisers

- a. Event regulations are to be published on the Wednesday 16 days before each 12-car event.
- b. Crews MUST be seeded in the order Expert / Intermediate / Novice / Beginner.
- c. Blackspots MUST be sized e.g. 100m radius
- d. Time Controls and manned Passage Controls should be at least 500m from any dwelling.
- e. TC boards should be reflective with or without the letter 'C', but should not state 'Control'
- f. Avoid repeat usage of staggered junctions within 500m of a dwelling, so residents near the route will hear the passage of the event only once. This may be varied if PR work is done.
- g. NAM triangles MUST NOT be located in Quiet Zones (including 20, 30 & 40 restricted roads) and SHOULD NOT be located on junctions with A and B class roads
- h. Difficult to find slots on A and B class roads SHOULD BE AVOIDED.
- i. Lengthy ‘competitive’ sections through 20, 30 & 40 restricted zones SHOULD BE AVOIDED. If this is not possible then consider the use of NEUTRAL or TRANSPORT SECTIONS.
- j. If white roads are to be used, organisers must check that they are public roads with vehicle access permitted, or if privately owned, they must obtain permission from the landowner (and tenants). It is the organiser's responsibility to ensure (as far as possible) that no PR issues arise from the use of white roads.
- k. Driving standards penalties MUST BE APPLIED before the results are announced.

- l. It is recommended that each event should have a time recovery section mid-event to give the lesser experienced crews a chance to make up lost time. The simplest Blue Book friendly method for this is to have two controls (in and out) located at the same spot – for this to work the control location must be such that there is enough space to accommodate all crews without blocking the road for other road users – lay-bys are probably the best option.
- m. Additional rules may apply to individual events. (e.g. no spot lamps) and these should be published in the event regulations.
- n. Organisers may apply further limitations to particular events (e.g. no use of 'Long Way Round Triangles' or no use of white roads). If the organiser believes that informing crews of these limitations will help to make the event less noticeable to the general public, this information should be given via the final instructions (and the drivers' briefing on the evening of the event).

13) Special Rules for Individual Events

- 1) The first event of the year (currently the P & H 12-car) shall be aimed towards Novice crews and the difficulty of the navigation shall reflect this. All Novice and Beginner crews shall be classified ahead of Expert and Intermediate crews in the results, hence the rally can only be won by a Novice or Beginner crew. However, championship points shall be awarded according to a different finishing order based on the number of Fails and Minutes penalties accrued as for other 12-car events.
- 2) The final event of the year (currently the Lyng Garage 12-car) shall be aimed towards more experienced crews and the navigation shall reflect this. No crew will be permitted to use a marked map on this event.