



# **Sporting Car Club of Norfolk Limited**

## **2019 / 2020 12 Car Championship**

### **Rules**

**Issued October 2019**

- 1) These rules apply for the 2019/2020 12-car series.
- 2) Events will normally start at 8.00pm.
- 3) Routes will be about 50 miles long. The route must be informed to the RLO for the area (currently Pat Ward) at least 4 weeks before the date of the event. He has a list of sensitive areas and will help organizers to avoid them.
- 4) In the event that an event is oversubscribed, priority will be given to SCCON crews, then to crews with one SCCON member and finally to crews from other clubs. Within those three groups, entrants who have paid their entry fee will be given priority.
- 5) Cars will start at 2 minute intervals. Seeding will be in reverse class order, so that Beginners will lead the field followed by Novices, then Intermediates and finally the Experts.
- 6) 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 such that they could stop, but it is not essential to stop.
  - c. SPECIFIED STOP JUNCTIONS - some road junctions may be specified in the Final Instructions or at Signing-on or in the Route Instructions as "STOP GIVE WAY" junctions. At these junctions, drivers MUST come to a complete halt.
  - d. To ensure SCCoN 12-Car events are unobtrusive, crews must drive quietly when passing dwellings close to the road, and when near 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.
  - e. Restricted Zones and Built-up Areas – entrants and marshals are expected to use common sense and drive with auxiliary lights off and with minimum noise in 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.
- 7) Passage check boards will be made from reflective vehicle registration plates and will have 3 digits. The boards will be placed 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.
- 8) Clocks will be provided by the Club for use by Marshals in recording times during the event.
- 9) The results will be published on the SCCON web-site following the event.
- 10) The award of trophies will be optional at organisers' discretion.
- 11) Classes are based on the experience of the NAVIGATOR. Navigators will normally stay in the same class for an entire 12-car 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.

Navigators who wish to revert to a lower class (for example if they haven't competed recently or if they are finding the navigation too difficult) may request to run in a lower class. Such request must be made to the SCCON 12-car Co-ordinator whose decision will be final. The Co-ordinator may also re-classify a navigator (upwards or downwards) if he feels that is correct and fair. If it is agreed for a navigator to change class (as above) it shall take place as soon as the decision is made.

12) Navigation for the different classes shall be based on the following guidelines. Experienced organizers may use their discretion to vary some of their navigation from these guidelines.

**a. Beginners and all crews with a marked map**

- i. Beginners are a category within the Novice class using a marked map.
- ii. Beginner navigators who use a marked map for three 12-Car events will normally move up to the Novice Class.
- iii. But a Beginner crew who has had three marked maps may continue to use marked maps and ANY CREW may opt for a marked map subject to item iv. below.
- iv. Except for the season-opening Novice 12-car event, ALL CREWS USING A MARKED MAP will be classified AFTER all other crews. This classification will also apply to the calculation of SCCON 12-car Championship points.
- v. Marked maps will have the full route, including all Time Controls marked, but not the location of Passage Check Boards. Crews must liaise with the event organizer to arrange for their map to be marked. Organisers will not have time to do this at the start of an event.

**b. Novices**

- i. Novices will be provided with most of their route instructions 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 instructions should be very straightforward.
- iii. Navigation will use only the following.
  - a. The location of Time Controls will be given and will include the direction of approach
  - b. Junctions defined by Tulips - with heads and tails, in order and not reversed.
  - c. Junctions defined by SO TR TL - spaced and not reversed.
  - d. Route defined by Spot heights - with directions of approach and leaving.
  - e. Route defined by Grid lines - to be crossed, spaced, in order and not reversed.
  - f. Junctions defined by compass headings for direction of departure at consecutive junctions – spaced and in order.
  - g. Junctions defined by road colours e.g. YYY, YWY, BGGY, YYWW – spaced and in order

**c. Intermediates**

- i. The location of Time Controls will be given and will include the direction of approach.
- ii. Navigation will use only 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 or 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 - not more than one 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, BGGY, YYWW – may be squashed, in order.

**d. Experts**

- i. The location of time controls will normally be given and 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 one 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, BGGY, YYWW – may be squashed, or reversed.

**All classes**

- i. Map references or grid squares will be used for black spots (out of bounds areas) and quiet zones.
- ii. On each route instruction there will be an indication of whether that part of the route may use white roads by means 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.
- iii. If there is a triangle drawn beside a route instruction it instructs to drive the long way around the grass triangle that will be found at that junction (NAM triangle may also be used for "not as map" or LWR triangle or LWT for “long way round triangle”).
- iv. Maximum Permitted Lateness (or OTL = Over Time Limit) is the maximum amount of accumulated 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.

**13) Organisers**

- a. Event regulations are to be published on the Wednesday 16 days before each 12-car event.
- b. SCCON 12-car events will count towards the SCCON 12-car Championship, but SCCON 12-cars will not be included in any other Championship.
- c. Entry on SCCON 12-cars will be open to SCCON members and to members of AMSC (Anglia Motor Sports Club) member clubs. But note item 4 above.
- d. Crews must be seeded in the order Beginner / Novice / Intermediate / Expert

- e. Black spots MUST be accurately defined. e.g. map ref and "100m radius" or a grid square
- f. Time Controls and manned Passage Controls should be at least 500m from any dwelling where the event may be noticed.
- g. TC boards should be reflective with or without the letter 'C', but should not state 'Control'
- h. Avoid repeat usage of staggered junctions within 500m of a dwelling, so residents near the route hear the passage of the event only once. This may be varied if PR work is done.
- i. LWT triangles MUST NOT be located in Quiet Zones (including 20, 30 & 40 restricted roads) and should normally not be located on junctions with A and B class roads
- j. Difficult-to-find turnings when leaving A and B class roads SHOULD BE AVOIDED.
- k. Lengthy 'competitive' sections through 20, 30 & 40 restricted zones SHOULD BE AVOIDED. If this is not possible then consider the use of a NEUTRAL SECTION.
- l. 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.
- m. Driving standards penalties MUST BE APPLIED before the results are announced.
- n. It is recommended to consider a time recovery section mid-event to give less experienced crews a chance to make up lost time. The simplest method is to have two controls (in and out) located at the same spot – there must be enough space for all cars at this control location.
- o. Additional rules may apply to individual events and these must be published in the event regulations.
- p. 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
- q. The penalty for crews observed to have entered an 'Out of Bounds' area is exclusion.
- r. Ties shall be decided on the basis of 'furthest cleanest'.

#### **14) Special Rules for Individual Events**

- 1) The first event of the season (currently the P & H 12-car) is aimed towards Novice crews and the difficulty of the navigation shall reflect this. All Novice and Beginner crews shall be awarded finishing positions 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 will be awarded based on the least penalties accrued in (firstly) Fails and (secondly) Minutes with the further proviso that all Beginner crews using a marked map will be classified after all other crews as for other 12-car events.
- 2) Except for the first event of the year, finishing positions awarded at the event and Championship points will be awarded on the same basis. Crews will be classified according to the least penalties accrued in (firstly) Fails and (secondly) Minutes with the further proviso that all Beginner crews using a marked map will be classified after all other crews.