



Sporting Car Club of Norfolk Limited

2015 / 2016 12 Car Championship

Rules

1. For more information and advice about how the navigation works please contact the Championship Coordinator, currently David Bell.
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 Finish
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** - the club will operate a yellow card / red card system to encourage crews to drive in a manner that makes our events relatively 'invisible' to the general public.
 - a. **STOP SIGNS** - at ALL junctions where there is a STOP sign, drivers must come to a complete halt. The penalty for non-compliance as observed by a marshal, DSO or judge of fact shall be a 'yellow card' (warning) for a first offence or a 'red card' (exclusion) for a subsequent offence. i.e. "two strikes and you are out".
 - 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. The penalty for non-compliance as observed by a marshal, DSO or judge of fact shall be a 'yellow card' (warning) for a first offence or a 'red card' (exclusion) for a subsequent offence.
 - 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. The penalty for non-compliance as observed by a marshal, DSO or judge of fact shall be a 'yellow card' (warning) for a first offence, or a 'red card' (exclusion) for a subsequent offence.
 - 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. The penalty for non-compliance as observed by a marshal, DSO or judge of fact shall be a 'yellow card' (warning) for a first offence, or a 'red card' (exclusion) for a subsequent offence. Making excessive noise near to a dwelling (as judged by the DSO), is a reason for a yellow card or a red card.
 - e. A yellow card (warning) will last for the next following three 12-Car events organised or co-promoted by SCCoN. A further non-compliance (of any type) on one of these three events will incur a 'red card' which will result in exclusion from the event on which the red card was given. i.e. "two strikes and you are out". A red card will 'wipe the slate clean' for subsequent events, but any driver who has had a red card will be expected to be on 'best behavior' to avoid any risk of adverse PR affecting SCCoN.
 - f. **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 have 3 letters/digits made from vehicle registration plates. The letters on the boards may be visible to approaching vehicles, or the boards may be set parallel to the road, so they will only be visible by looking 90 degrees to the left of the direction of travel. The latter type of board may be used to discourage excessive speed. All letters/digits must be clearly recorded on the timecard in the space provided.
7. Clocks provided by the Club will be used by the Marshals for recording times on the event.
8. Full results will be published in the newsletter following the event.

9. Award of trophies will be optional.

10. Navigation

a. Beginners

- i. Beginners are a category within the Novice class.
- ii. Beginners may request a marked map for any number of 12-Car events. This will have the full route, including all Time Controls marked, but not the location of Passage Check Boards.
- iii. If a marked map is taken, the crew 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. Nevertheless an inexperienced crew that has won an event may request further marked maps, and this request may be granted at the discretion of the event organiser (for ratification by the SCCoN management team), but any crew that has won an event will not be eligible to score points in the SCCoN 12-car Championship for any subsequent event on which they use a marked map.

b. Novices

- i. Novices will be provided with most of the route envelopes at "Signing On", and are permitted to pre-plot those sections of the route.
- ii. Organisers have the option to give Novices a maximum of three sealed-envelope route cards. If this option is taken, the navigation for these "sealed" 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.

e. All

- i. ALL route cards will have 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 after the “from” and “to” there will be 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”).
- vi. Results will be published in the Newsletter following the event.
- vii. It is the Competitor’s responsibility to ensure the Championship Coordinator has the information to enable him to compile the Championship placing.
- viii. 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.

11. Organisers

- a. Crews MUST be seeded in the order Expert / Intermediate / Novice / Beginner.
- b. Black spots MUST be sized e.g. 100m radius
- c. Time Controls and manned Passage Controls should be at least 500m from any dwelling.
- d. TC boards should be reflective with or without the letter 'C', but should not state 'Control'
- e. 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.
- f. 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
- g. Difficult to find slots on A and B class roads SHOULD BE AVOIDED.
- h. 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. The Coordinator’s version of a NEUTRAL SECTION is one with no lateness penalty (apart from OTL), slackly timed, no code boards and no navigation. The Coordinator’s version of a TRANSPORT SECTION is one with no lateness penalty (apart from OTL), slackly timed but with code boards and navigation. NEUTRAL and TRANSPORT sections should be highlighted on the route cards and should advise crews to take it steady.

- i. If white roads are to be used, organizers 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.
- j. Driving standards penalties **MUST BE APPLIED** before the results are announced.
- k. 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.
- l. Additional rules may apply to individual events. (e.g. no spot lamps) and these should be published in the event regulations.
- m. 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).