

Event Regulations For Plymouth Motor Clubs KM Joinery 12 Car Navigational Rally Series 2017.

Friday 31 st March :-	The Austin Cup;	Friday 21 st April :-	The Barton Cup;
Friday 26 th May :-	The Ford Cup;	Friday 30 th June :-	The Hillman Cup;
Friday 28 th July :-	The Vauxhall Cup;	Friday 29 th September :-	The Renault Cup;
Friday 20 th October :-	The Riley Cup;	Friday 24 th November :-	The Rover Cup

1. Entries are open to Paid up members of Plymouth Motor Club only. Club membership cards MUST be presented at signing on. The championship is open to paid up Members of PMC only. Championship points can only be scored if you are a member of the organising club.
2. Competitor's vehicles must comply with latest MSA Bluebook sections R18.1 to R18.1.3 , R18.1.5 to R18.1.9 ,R18.3.3 , R18.5 to R18.6.4 inclusive.
3. The entry fee for each 12 Car event will be £17.00 per car, (1 Driver + 1 Navigator). The co-ordinator reserves the right to increase this fee at any time should this become necessary. Entries will open at the end of the previous event with a fully completed form and entry fee, and the close of entries for each event will be the Wednesday before the above dates. Late entries will be considered, but an additional fee of £5 may be charged. There will be a minimum entry of 5 cars for each event and a maximum of 12 cars. If the minimum number has not been confirmed by 9.00pm on the Wednesday preceding the event, the event may be cancelled.
4. The first 12 completed Entry Forms plus Fees received by the Series co-ordinator before the close of entries will run in an event. Crews who have sent in an entry must ring, confirm on "Facebook event page" or 'text' the co-ordinator to confirm their entry by 9.00pm on the Wednesday prior to the event, please only call or text between the hours of 9am to 9pm . A crew who does not confirm and subsequently turns up for an event will have a penalty applied as per a late entry. Entries withdrawn before close of entries will be refunded in full. An entry withdrawn after close of entries will be refunded 50% of the Entry Fee. However, if more than 12 entries are received, then those crews registered for the Series will be given preference, and those not amongst the first 12, will be classed as reserves. If a reserve crew marshals on that event, they will be guaranteed an entry on the next event, but again preference will be given to Series contenders. No entries will be considered, without the correct entry form and fees. (An entry form can be found each month in your copy of Spotlamp or on the website.) For the final round in the series, entries must be submitted in the usual way, but priority will be given to the top 12 highest scoring crews in the relevant Series or registered contenders of the series
5. Event Organising Crew will become the Secretary of the Meeting & be responsible for the organisation of the event and must be organised in accordance with D25.1, D26.1. i.e. the route, its control positions (consideration for the safety and the parking of marshals and their vehicles is paramount), the route information (Types of Section R10), notification of Map Issue and PR'ing (R3.1 plus Chart 3(a) and (b)). A copy of these

MSA Regulations can be obtained from the Co-ordinator, along with MSA 'Sensitive Areas', which must be complied with. They will also be responsible for putting out all required PC boards and their collection as closing car to which a reimbursement of £25 towards fuel costs will be paid, subsequently called "organisers' fee". Provisional area including start venue in which the event is to be run, must be with the co-ordinator 5 weeks prior to the event date. The coordinator's decision is final with reference to the area to be used. The full route (including navigation) must be fully PR'd and in the hands of the co-ordinator at least 4 weeks before the event date so that the relevant Permit can be applied for. Crews who do not submit route & navigation details by the "event minus 4 weeks" mark, will forfeit their organiser's points for that event as well as the "organisers' fee" of £25. Please see below for a "Rally Day " timeline"

RD minus 59 Agree an area to run your event in with 12 car co-ordinator.

RD minus 45 Send a provisional route (having driven it if necessary), mileages & provisional time schedule to the 12 car co-ordinator. Consider start & finish venue options.

RD minus 40 Receive route back from 12 car co-ordinator with any amendments that he considers necessary.

RD minus 30 Send definitive route, time schedule and provisional navigation to 12 car co-ordinator, having driven the route, checked the mileages and completed any PRing necessary. Inform 12 car co-ordinator and club webmaster of start & finish locations for publication on club website.

RD minus 29 12 car co-ordinator informs RLO of route area..

RD minus 21 Final agreement with the 12 car co-ordinator of route and time schedule. 12 car co-ordinator will inform you if any changes need to be made to the navigation.

RD minus 15 Send final navigation to 12 car co-ordinator.

RD minus 7 Agree with 12 car co-ordinator the required number of control & PC boards.

RD minus 2 12 car co-ordinator prints timecards.

RD Someone to act as chief marshal to sign on marshals. Someone to act as secretary of the meeting to sign on crews. Scrutineering will be completed by a series scrutineer , results will be collated by a series co-ordinator

RD plus 1 Results final. Send to club webmaster for publication on the club website by co-ordinator

6. Competitive mileage on each event will be between 40 and 60 miles. Each event will contain at least a combination of three different types of navigation taken from the standard guide as published with these and the series Regulations. No information other than Give Ways, Black Spots and Quiet Zones will be issued until the crews leave the start venue. Crews will be started at intervals of one minute in the order given by the co-ordinator. All Experts will start before Novices.

7. Time of Day penalties will be applied in accordance with the 2017 MSA Regulation R (Chart 13) and the additions as printed in the Series Regulations. Please read these so you are aware of the penalties! Maximum lateness on each event will be **20** minutes.
8. In the event of an accident or if the route has been blocked by someone other than event officials and more than one crew stops to give assistance or have been delayed, then those crews who stopped to give assistance or were affected by the blockage and lose time as a result, will be deemed to have cleaned that section or the section will be disregarded for all competitors by the co-ordinator. The co-ordinator's decision is final as to this rule being invoked and no complaints/protests will be permitted.
9. All penalties will be judged by a Judge of Fact, and their name and designated responsibility, will be displayed at the start of the event and all competitors will be required to sign this at MTC1.
10. Where 2 or more competitors tie for a position in the results of an event, the competitor who has completed the greatest distance of the event from the start without penalty shall be the winner (Cleanest-furthest!). If a tie still exists, then engine size (cc) will be the deciding factor, with the lowest capacity engine will be deemed the winner. If after this a tie still exists, it will be deemed a tie.
11. After each event, the crew finishing in second place overall will be required to write a report for the Plymouth Motor Club magazine "spotlamp" which must be passed to the editor by the 14th of the following month. If the crew have already written a report in the current season, then the responsibility is passed down to 3rd or the next crew in line who have yet to write a report. Only 1 report is required per annum. Failure to provide an article to the editor by the requested date will result in 50% of their event points being deducted.
12. A Control area will be deemed as 50 metre around the marshal's control point (where they stand). If an adjacent road comes within this area, and a competitor is seen by the marshal on this road, the marshal will apply the penalty of a wrong approach/visiting a control area twice dependant on their control status.
13. All competitors must stop (**all forward motion to cease**) at the control board, irrespective of time. They then may proceed into the control. 1st offence will be a warning, 2nd or subsequent offences will result in a penalty upto and including exclusion. This is a marshals safety precaution.
14. "On the night insurance" will be available from the Series co-ordinator for each event. (Please see Appendix 1 of these regulations.)
15. The number of P.C.'s to be used will be limited to 10 in total. This does not include "secret checks"
16. Results: Competitors will have 10 minutes to check their own timecards and raise objections before results are announced. Once results are announced, any objections must be made in accordance with the protest policy (i.e. "money down")

17. The above rules may only be changed by the co-ordinator after consultation and a majority vote by all registered Series competitors; but may be changed without consultation, by the “Series Stewards”.
18. The “Three-quarter time” Rule cannot be used in this Series.
19. Timing on each round will be by BT/BBC radio clocks.
20. Maximum lateness on each round for this Series will be **20** minutes.
21. Each round will contain at least a combination of three different types of navigation taken from the standard guide as published in Appendix 3 with these Series Regulations.
22. Penalties will be applied in accordance with the following:

PENALTIES

As per 2017 MSA Regulation R (Chart) 13 (Penalties) but subject to additions:

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| (a) Not reporting or reporting OTL at a Main Time Control: | Retired |
| (b) Not reporting or reporting OTL at any other Time Control: | 30 minutes |
| (c) Not complying with route card, including visiting a Time Control more than once including wrong approach/departure from a time control | 15 minutes per offence |
| (d) Not reporting at a Passage Control, secret check or providing proof of visiting a Route Check including wrong approach / departure from a passage control | 5 minutes per offence |
| (e) Arrival before scheduled time at the End of a Standard section: | 2 minutes per minute |
| (f) Arrival after due time at the end of a Standard section: | 1 minute per minute |
| (g) Arrival before due time at the end of a Neutral section: | 30 minutes |
| (k) Breach of any statutory requirement concerning the use of a motor vehicle, e.g. aux lights | 1st offence 30 minutes
2nd offence Exclusion |
| (m) Excessive speed or driving likely to bring motor sport into disrepute: | Exclusion |
| (n) Excessive sound: | Exclusion |
| (o) Receiving assistance contrary to 7.2.4: | Exclusion |
| (p) Breach of 7.2.3, 18.6.4, 116 (Intercom & GPS): | Exclusion |
| (q) Breach of 5.4, 15.1.2, 15.1.4, 9.1.3, 9.1.4, 9.1.5, 9.1.6: | Exclusion |
| (r) Failure to follow officials’ instructions: | 1st offence 30 minutes
2nd offence Exclusion |
| (s) Further breach of (k): | Exclusion |
| (t) Breaches of Regulations detailed in Section C: | Exclusion |

In addition:-

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|---|-------------------------------|
| (aa) Early departure from a TC: | 10 minutes per minute |
| (bb) Entering a Black-spot/Sensitive area: | Exclusion |
| (cc) Premature opening of sealed route information: | 30 minutes per offence |
| (dd) Failure to visit two thirds of all controls and checks (15.1): | Retired |

NB At any time control, (CONTROL STATUS see Appendix 2) you are deemed to have arrived at a control only upon production of your timecard and asking for a time.

23. Classes:

- 23.1 There will be 2 classes for each round - Experts and Novices as defined below:-
- 23.1.1 **Experts** - Any competitor who has finished in the top 2 in a 12 Car Navigational Rally on 4 or more occasions since 01.01.2009, or, who has since 01.01.2009 been classified as a finisher in the top 10 of any National 'B' Navigational Rally other than as a Novice.
- 23.1.2 **Novices** - Any competitor who does not qualify for the above. 23.1.1 A person starting the year as a Novice will be classed as a Novice as per rule 3.2.1 for the remainder of the year , regardless if they upgrade to an expert. If a Novice wishes to receive expert information on an event after Upgrading, they must declare this to the co-ordinator when confirming their entry, prior to that event.
- 3.2.3 A Driver will always take the classification of their current Navigator.
- 3.2.4 All Experts will start before Novices. Expert route instructions will include grid references for at least every other Time Control, but will include grid references for all Main/Neutral and Lateness controls. Novice route instructions will include grid references for all Time Controls.

APPENDIX 1:

On The Night Insurance.

The Organisers have applied to Jelf Insurance Partnership 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 advised on each event. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than maximum of 6 conviction points on my UK driving licence
- I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- I have no other material facts to disclose
- Anyone aged less than 20 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.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership
Partnership House
Priory Park East
Kingston Upon Hull
HU4 7DY
Tel + 44 (0) 1482 213215
Fax + 44 (0) 1482 213216 Email info@jelfmotorsport.com

APPENDIX 2: CONTROL STATUS / DEFINITIONS.

RC	Route Check R11.3 to R11.3.3 inclusive :An unmanned check to prove a Competitor's adherence to the correct route. Proof of passage will entail the Competitor recording the symbols from a Code Board that must be placed facing oncoming Rally Cars. The Code Board will not be less than 315 sq cm and will show not more than five black numbers or letters (or a combination of both up to a maximum of seven) and be the right way up on a contrasting background. The size of the letters and numbers will be not less than 7.63 cm with a minimum of 1.27 cm stroke width.
PC	Passage Control R11.4 to R11.4.2 inclusive : A manned control established to prove a Competitor's adherence to the correct route. It cannot be located less than 500metres from any other manned control. The only requirement for a Competitor is to have the Marshal's signature or stamp recorded.
SC	Secret Check A manned control established to prove a Competitor's adherence to the correct route. The Organisers/Coordinator may establish Secret Checks at any point on the route. These checks will be manned by a Judge of Fact, and may use any form to identify the competitor, where the competitor maybe required or not, to stop and gain a signature.
TC	Time Control R11.5 to R11.5.3 inclusive : A manned control established to record the time of a Competitor who must come to a stop for the purpose. It can additionally record the direction of approach and departure of the Competitor. The only other information permitted to be recorded by the Marshal is the authentication of the records held by the Competitor. These records to be valid must be signed by the Marshal with the Competitor not being required to make any entry on the Time Card.
MTC	Main Time Control R11.6 TO R11.6.2 inclusive ; Organisers may designate certain Time Controls: such as Start Controls, Restart Controls, as Main Time Controls (MTC's). Competitors failing to visit, or reporting outside their maximum lateness at MTCs will be considered to have retired. Early or late arrival or departure will be penalised in accordance with R13.
NTC	Non-competitive Time Control A manned control established to record the time of a Competitor who must come to a stop for the purpose. It can additionally record the direction of approach and departure of the Competitor. The section preceding the NTC is classed as a Neutral and must be treated as a quiet. It must be completed by competitors without the use of any auxiliary lighting , except as permitted by law in condition of poor visibility (R10.3.1) An NTC is a rejoining point where competitors may rejoin the rally after getting lost/breaking down(R16.1.6) Competitors are not permitted to make up time on the public road in a neutral section (R10.3.2b)
LRTC	Lateness-Recovery Time Control . Organisers may designate certain Time Controls as lateness recovery time controls LRTC's An LRTC allows competitors to recover a maximum of 10 minutes per event.
QUIET	All Quiets are to be traversed in as high a gear as possible, observing the speed limit in force for that section of road. Any competitor seen to be not observing this will be excluded. Use of Auxiliary lights in these areas will also incur a penalty R13
CRO	Coloured Roads Only – Green/Red (A roads) Brown (B Roads) and Yellow coloured roads to be used. All roads that start coloured Yellow but either lead into a “No Through Road” or lead into a lesser graded road (White) will always be shown on route information.
WHITE	Roads that are not coloured on the Map , these may only be used if they are passable by a standard road going car and subject to the co-ordinators agreement
NAM	Not As Map – A junction or road section that is not as printed on the map, but as on the road.
GW	Vehicle must be stationary (all forward motion to cease) , we recommend the driver repeats to himselfStop , 2 , 3 , Go , to avoid any issues

APPENDIX 3: NAVIGATION TECHNIQUES STANDARD GUIDE

In an attempt to standardise the navigation, all events in the Series will conform to the following types of navigation. 12 Car Rallies will never be easy to begin with, but there is no substitute for experience. One of the most important things that a navigator must do is to understand his map. You must learn about the different types of road, what the various symbols on the map mean and learn to plot grid references accurately. All these things will become easier the more that you practise. You must not give up. If you have any queries at all, please do not hesitate to contact the coordinators who will be willing to show you these techniques if you ask!

GRID REFERENCES may be given as points to go via or points to avoid. Avoids may only be given as “blackspots” if they appear on the official MSA blackspot list. Grid references may be shown as 4, 6 or even 8 figure grid references only. May not be combined, as in Spot Heights below.

SPOT HEIGHTS. Point of Spot Height to be travelled through. May be shown individually (12, 97, 143)

GRID LINES are points at which roads cross. Gridlines are normally travelled across. Similar to spot heights, can be written individually or combined.

TULIPS can be either line drawings or pictorial views of junctions as they would appear in the direction of travel. May be given as single or consecutive instructions or in random grid order. The technique is to travel from the ball to the arrow. Only novices will have both of these points to work from and experts may have one or the other missing. All tulip diagrams must show all roads as per the junction on the map

HERRINGBONES show your intended route straightened out. The principle that each junction on the line is a junction that you pass on the road to your left or to your right. Crossroads are very useful for checking that you are on the right road. These must remain in line format and may NOT be mirrored or flipped



The herringbone above reads as follows: - Crossroads straight on; crossroads turn left; junction turn right (or, if a junction to the left, straight on); crossroads straight on, cross roads straight on; junction turn left (or if a junction to the right, straight on).

GRADIENTS. Where there are up and down (gradient) arrows shown on the map (< >) these may be used as points to travel through. Travelling from left to right on the page, the sample shown is very steep and could be shown as >> << or D, D, U, U meaning down, down, and up, up. BEWARE “U” could also mean under as well as up i.e. under a bridge or electrical pylon. “O” is often used to indicate ‘Over’ i.e. over a bridge or a river.

MAP LEGENDS are almost anything shown on the map, such as public houses, telephone boxes, spot heights, gridlines or letters or names that the road runs through or across. It could be anything on the map which may indicate a route in some form or another to a navigator.

SIMPLE DIRECTIONS are abbreviated instructions such as TL (turn left); HR (hairpin right); SO (straight on) which can be used.

CLOCK FACE where the direction of approach is indicated by the hour hand and the direction of departure is indicated by the minute hand. Can be indicated numerically i.e. 0745.

MARKED MAP Exactly that, a marked map. You will be given either a colour or black & white photocopy of a map with the route to be taken marked on the photocopied map.