

# PLYMOUTH MOTOR CLUB KM JOINERY 12 CAR NAVIGATIONAL RALLY SERIES 2017

## 1. SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction:

- 1.1.1 The Plymouth Motor Club KM Joinery 12 Car Navigational Rally Series of Club-sport Status, is organised and administered by the Plymouth Motor Club in accordance with the General Series Prescriptions of the Royal Automobile Club Motor Sports Association (MSA) and these Series Regulations. “Round” may also indicate an “Event”.

### 1.2 Officials:

- 1.2.1 Co-ordinator & Clerk of the Course, who shall be responsible for organising the Series & making sure that registered contenders comply with all Competitor & Vehicle eligibility:-
- 1.2.2 Scrutineers:- One of the series co-ordinators or their representative.
- 1.2.3 Series Stewards:- Peter Locke & Malcom Tuppen
- 1.2.4 These rules may not be changed at any time during the Series period other than the organisers’ names

### 1.3 Competitor Eligibility:

- 1.3.1 Competitors (Drivers and Navigators) must be a fully paid up valid membership card holding member of the Plymouth Motor Club to register for the Series.
- 1.3.2 All necessary documentation must be presented including Club Membership cards for checking at all rounds when signing-on.
- 1.3.3 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.

### 1.4 Registration:

- 1.4.1 As entries are open to PMC members only, competitors are automatically eligible for Series points. Drivers and Navigators will score points individually and as Series contenders.
- 1.4.2 A Driver may compete as both a Novice and as a Expert throughout the year, and may have his/her scores amalgamated towards the overall awards listed in paragraph 1.7.1, but only scores competed in as a Novice may be used towards the ‘Beacon Park Garage’ or ‘James’ Trophies.

## 1.5 Series Rounds:

1.5.1 2017 Series rounds dates and event organisers are as follows:

<u>Date</u>	<u>Rally</u>	<u>To Be Organised By:</u>
Friday 31st March	The Austin Cup:	Darren Stevens
Friday 21st April	The Barton Cup:	TBA
Friday 26th May	The Ford Cup :	TBA
Friday 30th June	The Hillman Cup:	TBA
Friday 28th July	The Vauxhall Cup:	TBA
Friday 29th September	The Renault Cup:	TBA
Friday 20th October	The Riley Cup:	TBA
Friday 24th November	The Rover Cup:	TBA

**NOTE:** FOR THE FINAL ROUND IN THE SERIES, PRIORITY OF ENTRY WILL BE GIVEN TO THE 12 HIGHEST SCORING CREWS IN THE RELEVANT SERIES.

1.5.3 Each Series Crew may not organise more than one event unless deemed by the Coordinator. The organisers are required to comply with 2017 MSA Regulations G3, D25.1, which should be read and understood. Failure to supply the Route to Co-ordinator at least 4 Weeks before hand, or Route Instructions at Least 4 Weeks before the Event, will result in the Forfeiture of Organisers points for the Event on a none Discussable Basis. In such a case the co-ordinators will run the event and the original organising crew may not be permitted to enter and must use this “none scoring round” towards their championship total .

## 1.6 Scoring:

1.6.1 Final Series positions will be calculated using each Series registered competitor’s 6 highest scores from the eight rounds, except where a crew are excluded for breach of R13(m), (n), (o), (p), (q) or (t). In the event of an exclusion due to any breach of the aforesaid, any Event(s) from which a Crew are excluded and score zero, these zero score(s) will count as a highest score(s) and will be used to calculate final Series positions without exception. If all eight rounds are not run, a suitable reduction in counting scores will be made by the Series co-ordinators. i.e. 5 from 7, or 4 from 6

1.6.2 Points will be awarded as follows:

1 <sup>st</sup> overall	15 points
2 <sup>nd</sup>	13 points
3 <sup>rd</sup>	11 points
4 <sup>th</sup>	10 points
To 12th	2 points
Non-finisher/Retired	1 point
Exclusion	0 points

1.6.3 Crews who organise an event will be awarded 12 points.

1.6.4 To be classed as a finisher, a crew must visit all Main Time Controls and two thirds of all controls and checks on the route card or time card (R15.1)

- 1.6.5 In the event of a tie in either of the Drivers' or Navigators' Series points, the Series will be awarded to the Driver or Navigator gaining the greater number of maximum scores. If a tie still exists, the process will be continued down the scoring table until it is resolved, and if it is still tied it shall be deemed a tie.
- 1.6.6 On all rounds of the Series, marshals will score points towards the Tyres & Wheels Rose bowl at the rate of 10 for the first control manned and 5 for the second. 15 points is the maximum per event. Any club member, other than the co-ordinators, officiating in any other capacity, will also be classed as a marshal (including course opening/closing) and will count as one control.
- 1.6.7 Series Point's Appeals will be heard as per Appendix 1 Judicial Notes 13.1 MSA 2017 Blue Book and will be subject to an appeal fee of £54.

### 1.7 Awards:

- 1.7.1 The awards will be presented at the annual dinner and dance. Awards marked with \* are perpetual trophies and will remain the property of the PMC and must be returned when requested in a presentable state. The Club reserves the right to charge individuals for damage and or cleaning. There will also be an award decided by the co-ordinators for the individual or crew that has been shown to have best upheld the spirit of the Series.

#### EACH ROUND

- |                                        |                                         |
|----------------------------------------|-----------------------------------------|
| 1st Driver/1st Navigator               | Named trophy for the round & an award   |
| 1st Novice Driver/1st Novice Navigator | An award, subject to 3 novices starting |

#### OVERALL SERIES

- |                              |                                                                        |
|------------------------------|------------------------------------------------------------------------|
| 1st Overall Driver           | *Windsor Trophy & an award                                             |
| 1st Overall Navigator        | *Windsor Trophy; *KM Joinery Shield & an award                         |
| 2nd Overall Driver           | *Cleave Trophy & an award                                              |
| 2nd Overall Navigator        | *Stadium Trophy & an award                                             |
| 3rd Overall Driver           | *Kolind Trophy & an award                                              |
| 3rd Overall Navigator        | *Rickard Trophy & an award                                             |
| 1st Overall Novice Driver    | *Beacon Park Garage Trophy & an award                                  |
| 1st Overall Novice Navigator | *Beacon Park Garage Trophy & an award                                  |
| 2nd Overall Novice Driver    | * James Trophy & an award                                              |
| 2nd Overall Novice Navigator | * Grant Trophy & an award                                              |
| 1st Overall Lady Driver )    | An award, subject to entering at least 3 rounds in driver category.    |
| 1st Overall Lady Navigator ) | An award, subject to entering at least 3 rounds in navigator category. |
| 1st Overall Marshal          | *Tyres & Wheels Rose bowl & an award                                   |
| Best Organised Event         | An award to be decided by the competitors/ co-ordinators.              |
| Spirit of the Championship   | An award to be decided by the co-ordinators.                           |

(All overall awards are subject to 3 or more entries in each category, subject to individuals scoring on 3 or more occasions during the Series year.)

## **2. SPORTING REGULATIONS-JUDICIAL PROCEDURES**

- 2.1 Each Round:** In accordance with section **Judicial Notes Appendix 4 of the 2017 MSA Yearbook or as applied by the Co-ordinators or the Series Stewards.**
- 2.1.1 All results at each round will be final after the 10 minutes for competitors to check their own timecards or until the co-ordinators have checked all marshals check sheets. Any questions/queries immediately after the provisional results should be brought to the attention of the co-ordinators.
- 2.1.2 Should any dispute not be resolved at a round with these Series Regulations, a written protest should be handed to the co-ordinator immediately, accompanied by a £54 fee. If the protest cannot be resolved by the co-ordinator, a meeting of the Series Stewards will be convened for the arbitration, whose decision will be final.
- 2.1.3 Organisers' times and mileages are deemed to be correct and not subject to protest. Protests will also not be allowed on any penalties for noise, driving standards (including non-competitive sections), illegal use of auxiliary lights, not stopping at "Give Way" junctions (either standing or as listed in the route information) or Time Control Marshals on Regulatory Sections. All penalties for the above will be judged by a Judge of Fact. A Police Officer is classed as a Judge of Fact for any Event.
- 2.2 Series:** In accordance with Appendix 1 Judicial Notes of the 2017 MSA Yearbook or as applied by the Co-ordinators or the Series Stewards.
- 2.2.1 Any competitor or official found to be cheating in any way i.e. removing code boards or divulging route information will be disqualified from the relevant awards and/or Series.

### **3. TECHNICAL REGULATIONS**

#### **3.1 Vehicle Eligibility**

- 3.1.1 The competing vehicle must comply with the 2017 MSA Regulations for Twelve Cars & Navigational Rallies R16.1.7, R18.1 to R18.1.9 , R18.3.3 , R18.5 to R18.6.4 inclusive., and must be insured for all modifications to the vehicle. Car noise will be measured as per the 2017 MSA Regulation R4.1 (Particular attention will be paid to the noise test.)
- 3.1.2 Only four forwarding-facing beams to be used at any one time R18.5. Failure to comply will result in Exclusion. Auxiliary lighting is not allowed in Neutral sections or “Quiet” areas (R10.3.1).
- 3.1.3 Crews must carry a Reflective Warning Triangle and it is also advisory that they carry a First Aid box, a hand held Fire Extinguisher and spill kit. Crews may carry mobile telephones for emergency purposes only.
- 3.1.4 The co-ordinator’s decision in allowing a vehicle to run or not with regard to Technical Regulations and the environmental impact upon the area of the route is final and will not be subject to any protest. Vehicles will be examined for the environmental impact that they may have during the event, and vehicles that are considered to be unsuitable due to environmental issues (excessive engine/induction noise, excessive transmission noise, cars suffering excessive body damage during the event, defective exhausts, failure to maintain lights etc- this list is not exhaustive and will be subject to the co-ordinators decision either before, on or during each event) whilst competing may be excluded from the event and will not be allowed to run again until such a time as the co-ordinators are satisfied with the vehicle.

#### **3.2 Classes**

- 3.2.1 There will be 2 classes for each round - Experts and Novices as defined below:-
- Experts** Any competitor who has finished in the top three in a 12 Car Navigational Rally on 2 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
- Novices** Any competitor who does not qualify for the above. 3.2.2 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

### 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!

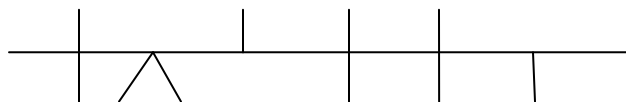
**GRID REFERENCES** may be given as points to go via or points to avoid. Avoids may only be given as “blackspots” if they appear on the official MSA blackspot list. Grid references may be shown as 4, 6 or even 8 figure grid references only. May not be combined, as in Spot Heights below.

**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.