

2019 South Hams Motor Club 12 Car Regulations

1. All vehicles should have passed a pre-event scrutineering for general safety, noise, advertising media and compliance with the Road Traffic Act (MOT and Tax Declaration included) etc. Organisers and/or Rally Championship Coordinator's decision is final.
 - a. All vehicles must comply with MSA Engine Regulations i.e. air filters conform to noise restrictions. (R18.3.3).
 - b. Must conform to MSA body restrictions e.g. bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer. Bumpers must be fitted. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible. (R18.1-R18.1.2). Vehicles are only permitted to display advertising of MSA registered clubs, registered charities (charity registration number must be visible) and competitor(s) name(s) not exceeding 1250 sq cm in total.
 - c. All auxiliary spotlights are to be removed with the exception of those which form part of the headlight assembly. Entries can/will be refused and Organisers and/or Rally Championship Coordinator's decision on this is final.
 - d. Notwithstanding item c. above an additional pair of forward facing spot lamps may be used on 4x4 safari events.
 - e. If a competitor's exhaust system becomes defective during the event they must retire *immediately*. Failure to do so may result in a ban from future club events, the length of which is at the discretion of the Committee.
2. Entries will only be accepted on an Official Entry Form (usually at the back of the monthly magazine).
 - a. Fully completed entries with payment may be accepted by the next event Organiser or Rally Championship Coordinator from the time of issue of the results of the preceding month's event.
 - b. The first 12 fully completed entries with payment for an event will be allowed to compete with the excess classed as reserves, which will be offered a place to compete should any of the first twelve fail to have signed on 60 minutes prior to the scheduled start time of the event.
 - c. Any reserve competitor marshaling has an automatic entry on the next available event. Organisers and reserves have priority entries on the next available event.
 - d. Competitors from invited Motor Clubs may compete on one event in any one championship year.
 - e. Seeding will be determined randomly by drawing numbers e.g. from a hat. One number will be uniquely marked to indicate that the crew drawing that number is requested to write an event report for the monthly club magazine.
3. If a competitor is excluded for any reason, there will be no refund.
4. Valid Club Membership Cards must be produced by all competitors at signing on. Each competitor must enter their club membership number in the column marked "Comp Lic No." on the Competitor's signing on sheet.
 - a. If no card is produced at signing on a deposit of £15 will be required to complete signing on, which will be refunded following the production of a valid membership card within 14 days after the event, OR at signing on of the next event.
5. Organisers will ensure the length of the route will be between 40 and 50 miles, excluding the Cricket Run which will be limited to 60 miles.
6. Organisers will ensure information provided to competitors is consistent within each class. Route instructions given may be different between Expert and Novice competitors.
 - a. Give Ways are to be listed within the route instructions.
 - i. Notwithstanding the above all Give Ways must be observed and include:
 - All junctions marked by a Give Way line, Give Way sign, or combination of line and sign.
 - All junctions marked by a STOP line, STOP sign or combination of line and sign.
 - Junctions of unmetalled roads and lanes (whites) onto classified (coloured) roads.
 - Junctions of private land, drive or car park without priority.
 - b. Passage Control (PC) and Route Check (RC) to be identified within the route instructions with clear definition of the correct approach route. E.g. RC given by grid reference with compass point direction of approach, or between tulip diagrams with the previous diagram having a depart arrow. Other forms of route instruction can be used provided they comply with this requirement.
 - c. Time cards will follow the approved format provided.

- d. RC code boards are to be securely attached to a wooden stake driven into the verge/bank on the near side of the road at suitable a height facing oncoming competitors when correctly approached from the intended direction.
 - i. RC boards will preferably comprise a minimum of 2 letters or numerals from a standard vehicle number plate. When this is not possible the event organiser may substitute a weather proofed computer printed paper board using a minimum of 2 letters or numerals of a similar size.
 - ii. In order to be considered valid, code boards must be recorded in the correct box on the timecard, precisely, legibly and in ink. Failure to comply with this requirement will be considered as failure to report to the associated route check or passage control.
- e. PC's will be manned and the control board marking the control boundary will be positioned approximately 50m from the marshal point towards oncoming competitors on the near side of the road when correctly approached from the intended direction.
 - i. A PC may be downgraded to a RC. All unmanned RC's must be authenticated by the signature of the next manned control or check of any description. (Excluding DSO)

7. Penalties

- a. SHMC Clock timing on all events. Competitors MUST stop at the control board before entering the control whether early, on time or late. This applies to ALL manned controls. Competitor arrival time to be noted as the Competitor passes the control board marking the control boundary. Competitors may wait at the control board for their due time.
- b. Lateness may only be reduced at specific points in the Route Instructions.
- c. Checks operated by DSO's need not be manned for the whole period which Competitors may report and may operate on a random basis. Competitors must stop when requested by the DSO. The DSO's decision is final.
- d. Ties being decided by: Furthest Cleanest > Smallest Engine Capacity > Earliest Entry.
- e. Penalties are to be issued as follows:

PENALTIES

<i>Entering a Black spot</i>		<i>Exclusion</i>
<i>Excessive Noise on event</i>		<i>Exclusion</i>
<i>Failure to STOP (cease <u>all</u> forward motion) at any Give Way</i>		<i>Exclusion</i>
<i>Failure to observe a Quiet Zone</i>	<i>First offence</i>	<i>30minutes</i>
	<i>Second offence</i>	<i>Exclusion</i>
<i>Failure to report to a Time Control</i>		<i>10 Minutes</i>
<i>Reporting at a Time Control over 30 minutes 59seconds late</i>		<i>30 Minutes</i>
<i>Wrong Approach or Departure at a Time Control</i>		<i>10 Minutes</i>
<i>Failure to report to a Route Check or Passage Control</i>		<i>5 Minutes</i>
<i>Wrong Approach or Departure at a Passage Control</i>		<i>5 Minutes</i>
<i>Early Arrival at a Time Control</i>		<i>2 Minutes/minute</i>
<i>Late arrival at a Time Control</i>		<i>1 Minute/minute</i>
<i>Making Up time on a Non-Competitive Section</i>		<i>2 Minutes/minute</i>
<i>Failure to STOP at a Control Board protecting a Manned Control</i>		<i>1 Minute</i>

- f. Should any crew receive TWO exclusions in any 12 month period, the offending driver and navigator must spend the next event observing with the DSO prior to resuming competition.
- g. In the event of a protest that prevents results being declared final on the night, the Rally Championship Coordinator will present the results to three Stewards from the SHMC Committee for a decision. The Stewards decision will be final.