

The One and Only Complete Rally Services Challenge Finals

Welcome to the Challenge, we hope it will be and thank you for your entry.

These Finals ensure you have the information necessary to get you to the Start and ready to enjoy a good day out.

Below there is information including:-

a map of the start

the procedure at controls

guidance in regard to the test diagrams

the scrutineering check sheet which includes the list of permitted tyres

This document should be printed out, especially the last page, so that you can bring yourselves and the car to the noise check and scrutineering with full confidence.

Introduction

This a targa rally run under road rally rules. This means that there are no stages - there are tests and 'force majeure' will apply throughout the event. If you get stuck or block the route the test will not be cancelled, fellow competitors will push you out of the way either to the side of the track or so that you can continue, there will be no adjustment to times taken. Neither mileages of times are subject to protest so just enjoy the soft Norfolk countryside, avoid the pigs and, if wet, the mud.

On arrival at the start follow the arrowed route along the forest track and park as shown on the map attached. Noise and scrutineering are here, once through Scrutineering, modern cars are to return to the competitor car park by leaving the start and returning along the road to the forest entrance.

Vintageant and classic cars are to park as shown on the map. If there is insufficient room (there is an awards night on Saturday) then please park in competitor parking as described above.

Amendment to Regulations

22. Penalties

| | |
|------------------------------------------------------------|----------------------------------|
| v i) Striking a cone | penalty – 10 seconds per offence |
| v ii) Wrong side of cone or failure to stop astride a line | penalty - 20 seconds per offence |
| dd) Use of tyres not carried in competing vehicle | penalty – Exclusion |
| ee) Failure to return test card to marshal at end of test | penalty – test maximum |

Time schedule

Saturday times are as follows:-

Noise and scrutineering will open at 16.30 and close at 19.30.

Documentation / Signing on - use the main entrance (not the ballroom) and veer left to the Sutton Room.

There will be 3 signing on desks, cars 1 -35, cars 36 – 70, cars 71 onwards.

Documentation will open at 17.00 and close at 20.00

Sunday times are:-

For those wishing to purchase Breakfast it will be available from 07.00 (bacon rolls, sausage rolls, tea and coffee).

For those who have arranged Sunday scrutineering (Note: no more can be included)

Noise and scrutineering will open at 07.00 and close at 08.00

Documentation (in the Ballroom) will open at 07.00 and close at 08.10

Compulsory crew briefing at 08.15 in the Ballroom, this is the location for all the MTCs.

Car 1 departs MTC1 at 09.01

Leg 1 comprises 14 special tests on private land

Lunch for Car 1 is approximately 12.00

Car 1 departs MTC2 at 13.11

Leg 2 comprises 10 special tests on private land

Car 1 arrives MTC3 at approximately 15.45

We anticipate the last car finishing at approximately 17.25

Dinner will be served from 17.00

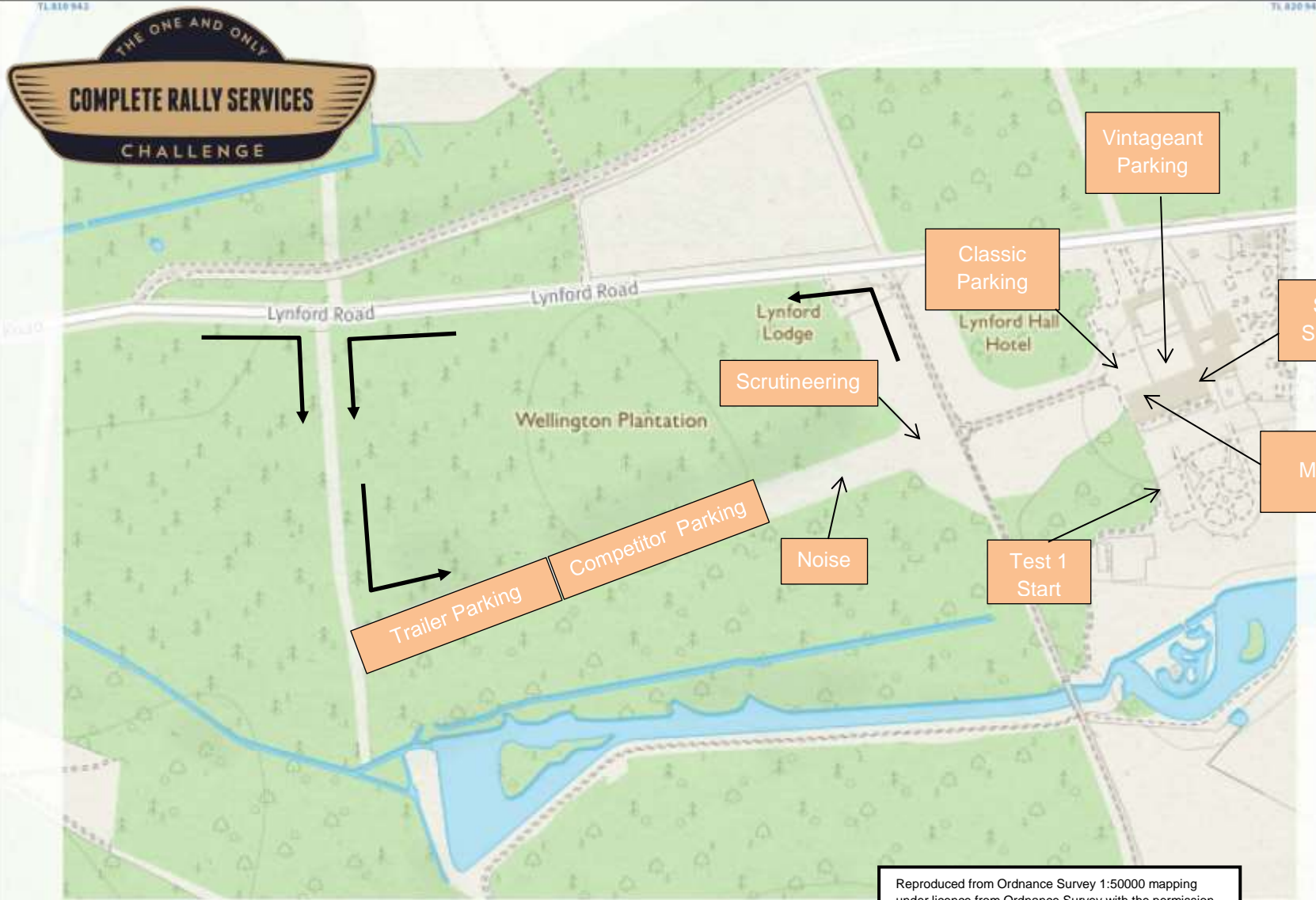
Fuel

Leg 1 is approximately 57 miles in total with approximately 28 miles of special tests.

Leg2 is approximately 53 miles with 26 miles of tests.

See you there!

THE ONE AND ONLY
COMPLETE RALLY SERVICES
CHALLENGE



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Procedure at Controls

Start Control

Competitors may start at any time the control is open, however you should expect and be ready to start as soon as you arrive at the control. The marshal will 'chip' your time chip and enter the time of the next whole minute on your time card,, which will be your start time. The marshal will hand you an A5 test card to record the Passage Control signatures and Route Checks encountered on the test. The marshal may record your car number on the card but it is the competitors responsibility to ensure that their car number is on the card.

Marshal will count down from 5 seconds.

Passage Control

Cars must stop astride the cones and then pull forward to the marshal. Note the diagrams show the location of all Passage Controls (and route checks) but for clarity do not show the cones at PCs.

Navigators will present their testcard for signature, once achieved the car may leave ONLY on the direction of the marshal, he will retain the test card to ensure no departure. This is particularly important at merges where should two cars arrive simultaneously the car that has completed the lap will be given priority. This is for everybody's safety, a crew losing time in this way is not protestable and will be classified as 'force majeur'.

Route Check

These are boards with two alphabetic characters and are not facing direction of travel but are preceded (immediately) by a Route Check board. Crews may not need to stop but will require to slow down to an appropriate speed (for you to work out) to ensure they can be recorded. Record the route checks (only two characters) immediately you pass them not once you get to the finish control.

Finish Control

Again, cars must stop astride the cones and then pull forward to the marshal, the cones are on the diagram. The marshal will stop the clock on stopping at the cones.

The marshal will record the time on the time card and will 'chip' the time chip.

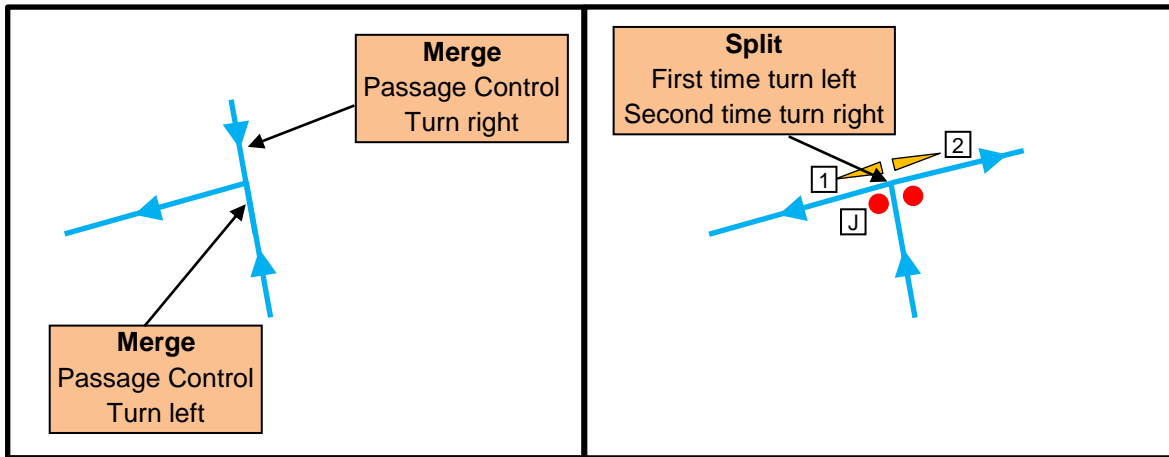
You, the competitor must hand in the test card to the marshal, failure to do that or failure to ensure your car number is on the test card will result in the imposition of a test maximum penalty. So don't lose it in the car or throw it out of the window.

Test Diagram Examples

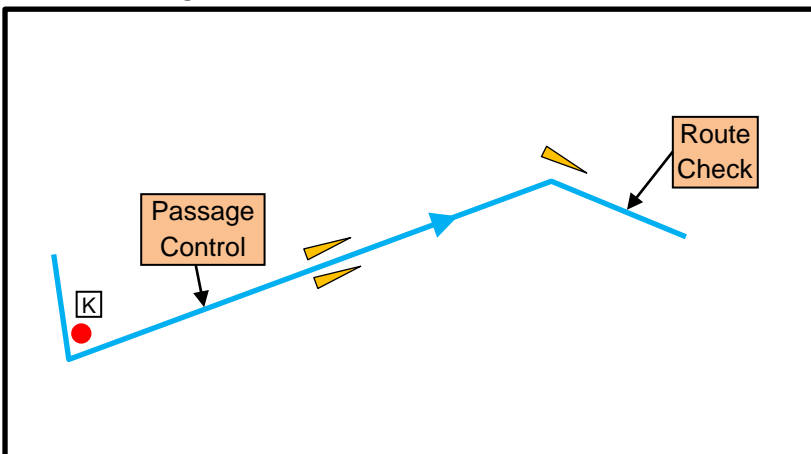
The aim is to provide a no tricks event. Just clear and simple instructions to ensure that you go in the right direction and stop at all the right places! If you fail in this endeavour it is not our fault or intention. We want you to have a great day. So the aim of the examples below is to help you understand the diagrams.

Merge

Split



Passage Control / Route Check / Cone



Passage Control – There will be two cones either side of the track (not shown on the diagrams for clarity) and a Passage Control board, you must stop astride the cones and then pull forward to the marshal.

Route Check - not facing direction of travel

Cone with label - manoeuvre as defined do not hit it! In stubble fields cones are sited to assist you in identifying the correct point to manoeuvre

Double arrows – forming a gate used mainly on stubble fields. It is to your advantage to go through the gate, not only is it the correct route but you may well get stuck (and will almost certainly be slower if you do not stay on the defined 'tram lines'.

Single arrow – used sparingly and showing the correct direction. For instance not taking the correct direction could result in entry to a ditch (please replace arrow when you clamber out).

The One and Only Complete Rally Service Challenge 2017

SCRUTINEERING CHECK SHEET

| |
|---------|
| Car no. |
|---------|

Please print out and bring it to the start.

| | Pass/Fail |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <u>Noise Test</u> | |
| <u>Documents</u> V5 and MOT (if applicable). | |
| <u>Equipment</u> Spill Kit, Warning Triangle, SOS/OK board, Groundsheet. | |
| <u>Safety</u> Seats, Belts, Steering, Brake pedal, Battery secure, Lights. | |
| <u>Tyres</u> NO forest rally or knobby tyres. If marked M+S must be on this list (circle your tyres): Nankang Snow SV-2, Maxxis All Season, Kumho KW23, Vredestein Quatrac, General Altimax A/S, Inga Profil, Avon WT7, Firestone Winterhawk 3, Continental Winter Contact TS-850, Dunlop SP Winter Response 2, Dunlop SP Wintersport, Michelin X-Ice 3, Yokohama W Drive, Kingpin, Westlake Sport RS / SA57 / SA07 / SA37, Maxsport Alaska, Sarek Miva / Alaska, Sportway R1/R1+, Michelin and Vredestein winter tyres, ONLY spare tyres carried in the competing vehicle can be used | |
| <u>Appearance</u> Maximum area of advertising allowed 1250 cm ² (two sheets of A4). Any larger logos, door squares or stickers must be covered up in a similar colour to the car. | |
| <u>Other</u> Hydraulic handbrake only permitted if incorporating the original lever, mounting position and pivot point. All items in car secure. | |
| <u>Eligibility</u> (modern only) No more than 4 cylinders, standard injection or max 2 chokes Turbos only allowed on engines smaller than 1500cc if standard induction system. | |