

# **THE JACKSON TROPHY RALLY - 3/4 SEPTEMBER 2011**

## **FINAL INSTRUCTIONS**

1. THANK YOU for your entry. Your start number is shown in the attached entry list.
2. FORMALITIES  
The noise check and scrutineering will be in the Lafarge complex.  
Follow signs as directed (enter via 165 828).  
Park as directed and continue to signing on in the services as signposted.  
Make sure you have your scrutineering ticket, licences, club cards, championship registration cards (where applicable) and your insurance cover.  
Petrol is available at 207.5 823.5.  
  
If you are trailering your vehicle to the event could you please contact the clerk of the course as space is limited at the finish venue but can be accommodated.
3. AMENDMENTS to SR's are as follows:-  
SR1. The finish will be at Lafarge Aggregates Social Club (map ref 110/169 823)  
SR3. Permit numbers and DOE authorisation will be on the notice board at the start.  
SR6. Noise and Scrutineering will now start at 20:30hrs (see above).  
SR12. Driving Standards Observers - delete Mark Slatcher.  
SR19. Petrol will be available after approximately 70 miles.
4. TIE DECIDER - There are a number of regularity and one standard section timed to the second, which will ALL count towards the results. In the unlikely event of a tie, "furthest cleanest", followed by lowest engine c.c will act as tie decider.
5. NAVIGATION - For the benefit of any novices, please find attached some navigational guidelines, which we hope will be of some assistance.
6. COMPETITOR BRIEFING - This will take place at 22:50 hrs. Although questions can be asked at any time during the evening.
7. MARSHALS - We could do with a few more marshals - please ask your friends, brother, sister, wife (not necessarily in that order!) if they can help out (They will get goodie bags).
8. Finally, we wish you all a good night's sport.

Alex Kirk-Willey  
CoC  
07971 453152

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## **A ROUGH GUIDE FOR NOVICE NAVIGATOR'S**

A brief explanation of the type of sections and route instructions being used on the rally is shown below:-

### **1. STANDARD SECTIONS**

These sections are competitive using tight and twisty roads. They are designated by the end control as STC. You are only penalised for **losing** time on these sections.

If you do arrive early at the odd control (and are running behind your overall schedule) you are allowed to make up some time (but see note 5).

### **2. REGULARITY SECTIONS**

These are sections that are *supposed* to test your ability at maintaining a set average speed.

They are identified by the end control being shown as RTC and include one or more secret intermediate time controls (IRTC). The competitive controls will be timed to the second (denoted by a suffix "s") and the slack controls timed to the minute (denoted by a suffix "r" meaning a relaxed section). Note any time lost or gained in one part of a regularity section cannot be adjusted in the following part.

You cannot make up any time in a regularity section.

### **3. TRANSPORT SECTION**

These are sections on main roads where time can be made up and are designated by the end control shown as TTC. You are not penalised for losing time on these sections, you are not penalised for arriving early and you can make up time (but see paragraph 5).

### **4. NEUTRAL SECTIONS**

These are sections through PR sensitive areas in which the end control is shown as NTC.

You are not penalised for losing time on these sections but you cannot make up time on these sections no matter how late you are. If you do so the penalty is a Fail.

### **5. TIME MAKE-UP AND THE 3/4 TIME RULE**

We have stated on the time cards how much time can be made up at each control.

If you make up more than the time stated then we cannot account for anybody who cannot read!

You only need to make up time if you are running late in the first place - on no account should you leave any control before your scheduled time - penalty as per the time system.

### **6. OUTSIDE TOTAL LATENESS (OTL)**

Always watch OTL time. If you are more than 30 minutes late at any time control then

you pick up a penalty of 1 Fail, which is the same as not reporting there in the first place.

So if you do reach OTL don't keep plodding on - instead miss out a section and get yourself back within 30 minutes lateness. Remember, the penalty for missing out a passage check is only 5 minutes, thereby allowing anyone who is severely behind schedule to "cut and run" without incurring too many Fails.

### **7. ROUTE INSTRUCTIONS**

The specifics for this event are explained in the final instructions.

The idea is to delay you by a minute or two, not to catch you out or to be parked up for ages wondering what it all means!

**Finally, it is genuinely not our intention or desire to catch crews out and give someone a Fail for petty timing infringements. So if you do have any questions, please ask beforehand.**

**Alex Kirk-Willey**

**CoC**

**07971 453152**