

## EVENT ORGANISER INFORMATION

### Test Setup

- Test sites must be clearly defined and marked off in a way that all spectators are kept at a safe distance.
- Fire Extinguishers are strongly advised to be placed beside the start/finish area of each test.
- In the interest of safety, no test may be started and finished on the same line. Two lines side-by side may be used.
- The finish line *must* be kept clear of vehicles and people to prevent any obstruction of a finishing car.
- Pylons must be of a minimum height of 3 feet. NO LARGE MOTORWAY-TYPE CONES WITH LARGE BASES MAY BE USED AS PYLONS. These cones are permitted to define the boundaries of a test, however they are not counted towards penalties should they be hit during a test.
- Please allow the competitors to do an initial walk of the tests in the morning before marking the final pylon positions, as some small alterations may be required to how the test is marked on paper.
- A run of tests may not start until all pylons and lines are marked out, regardless of weather conditions.
- All spots where pylons are placed must be marked on the ground, so that marshals know exactly where to replace them when they are moved.
- No alterations to the test layout or pylon positioning may be changed after the first car completes the test.

### Marshalling Advice

- All marshals *must* wear hi-vis vests and these should be made available at sign-on.
- Marshals *must* ensure that everyone stands away to the side from the finish lines when timekeeping, and that no spectators enter the test site during a live test.
- It is a marshal's job to be tough, but fair, to competitors. Please ensure you know the prescribed route of the test and keep a vigilant eye for competitors making navigation errors/incurring fail times. Please also try not to be distracted by other people in your vicinity. Keep a keen eye for pylon infringements and have them replaced to the original position before the next competitor starts the test.

- In the interest of fairness, marshals must spread out across the test site and remain in the same positions for all competitors - multiple marshals standing at the start line cannot properly marshal a test. Moving around on the test may result in some penalties being missed. Where the marshal is required to move (i.e. if the test goes around a corner), they must do so in the same way for every competitor.
- Marshals *must* clearly communicate pylon or line penalties to the timekeepers so that they can be recorded on the timing-cards or timing-app and master sheet **prior** to the car leaving the finish line. Ideally, two-way radios should be used by marshals to relay any messages to the timekeepers in an efficient manner.
- If competitors are forced to slow or stop during a test due to an external safety issue (i.e. a marshal or member of the public entering the test area and blocking the competitor's route), or a timing issue, they are permitted to re-run the test.
  - If a driver has a re-run on a test because of a timing failure, any penalties already incurred will NOT carry forward to the re-run. If they have a re-run for any other reason, any penalty incurred during the first run shall be carried forward to the re-run.
- Double-driven cars are permitted and should skip the queue to avoid delays at the end of the day.
- Should a competitor have a mechanical issue that delays them starting a test, they are allowed to catch back up by skipping the queue.
- Attempts by any outside party to influence a marshal or time keeper must be ignored and should be reported to the CoC. (i.e. a competitor, mechanic or spectator spotting a penalty a marshal has missed and trying to get it counted, or trying to argue that a penalty shouldn't count).
  - Should a competitor wish to contest a penalty, they must do so before leaving finish control and the CoC must make the final decision. No aggressive behaviour from any competitor or third party will be tolerated towards any marshal, timekeeper or the CoC. It is not in a marshal's job description to get into a discussion with a competitor.
- Any driver who receives any outside physical assistance during a test shall be deemed to have failed that test (such as being helped push a car across the finish line). Competitors are permitted to receive verbal assistance, such as being told which direction to go if they have forgotten the route.

## Pylon Faults

- Touching, rubbing or knocking a pylon (or its base) counts as a 5 second penalty *for each offence*. Touching motorway-style cones, plastic barriers, etc. do not count as penalties.
- If a pylon is knocked over, replaced to the correct position and touched a second time, the competitor should receive *another* 5 second penalty. If a pylon is in the

incorrect position (i.e. has already been knocked or blown over) and is touched, this does not count as a penalty.

## Line faults

- **Stopping astride a line** - Where competitors are required to stop astride a line (with either their front or rear wheels), a line fault penalty will be applied if the incorrect wheels cross the line *at any point* during the manoeuvres.
- **Boxes (garages)** - When a driver is required to stop inside a box, a line fault will be applied if any wheel fails to enter the box, or if a wheel exits the box during the manoeuvre.
- **Crossing of lines** - Should a competitor be required to drive or reverse across a line, a line fault penalty will be applied if the wheels cross the line in the incorrect order (i.e. if a driver has to reverse across a line, a penalty will be applied if a front wheel crosses the line in question before both rear wheels have done so).
- **L manoeuvres** - competitors may have to complete a manoeuvre where they have to drive in and reverse out (or vice versa) of an L, box or triangle. Due to the nature of the manoeuvre, wheels may straddle both lines at the same time. No penalty will be applied as long as the leading wheels for each section cross both lines in the correct order (i.e. if reversing in and driving out, one of the front wheels may have crossed the second line before the other front wheel has crossed the first line. All that matters is that the rear wheels cross the first line first, and the front wheels cross the second line first.)

## Fails

- If a driver makes a navigation mistake and drives an incorrect route, *but corrects it* (by retracing their path to the point of error, even if that involves crossing lines in the wrong direction or additional maneuvers) and completes the test in the correct route, it is NOT a fail, but the driver will incur a line fault for each incorrect line crossed. A fail time is given *only* when the prescribed route is not followed and *not corrected*.

## Timekeeping Advice

- The start of the test is marked by two starting lines and 4 pylons. Ensure competitors pull their car up correctly so that the contact patch of their leading front tyre is sitting on the first starting line.
- To ensure consistency in timing (where automated timing is not in place) the practice of having two timekeepers on a test who time alternate cars is **forbidden**.
- In the absence of automated timing equipment, stop-watches should be supplied rather than using phone timing apps (to minimise timing errors).

- Once the timekeeper indicates to the competitor they are ready, timing starts once the competitor's front wheels cross the second starting line.
  - Competitors may start the test **at their own discretion** and may spend a short time going through the test (in their head or with another competitor) just before they begin their run. Autotesting is also a test of memory, please **do not rush competitors to start** as this may affect their performance.
- Timing is recorded in seconds and tenths of a second. If the stopwatch has hundreds of a second, *do not round up* (i.e. if the clock stops at 1min 08.39 secs, the recorded time should be 68.3 secs).
- Timing stops when the competitor's leading wheel crosses the finish line (not when the vehicle comes to a stop). *However*, the car must come to a complete stop astride the finishing line. A line fault penalty will be applied if 1, 3 or 4 wheels cross the finish line when the car becomes stationary.
- Record times on both the master sheet and the timecard and/or timing app. Please ensure these details are recorded correctly on both the master sheet and timecard/app, that you have chosen the correct driver, run etc.
- A fail time is equals to *the best time of the competitor on the test plus 20 seconds* (See under the Marshalling section for what counts as a fail time).
- If, at the end of the day, two competitors have the same total time, ties will be decided by the better time on test 1 (including penalties, if any), failing that, test 2, and so on until the tie is resolved.