



Club Rules

(Updated January 2021)

Introduction

This publication gives information to anybody wishing to compete in any of the events which Southern Counties Off Road Club Ltd promotes. It covers the construction of the vehicles and lists the minimum safety requirements needed for club events. Drivers and Passengers must be current members of Southern Counties Off Road Club Ltd or invited MUK recognised Clubs.

Club Details

1. The name of the club shall be 'Southern Counties Off Road Club Ltd'. Hereafter referred to as the Club.
2. The Club is a Company Limited by Guarantee and not having a share capital.
 - a. Company Number 2926429.
 - b. Copies of the Memorandum and Articles of Association may be obtained through the Club Secretary or the Club Treasurer.
3. Registered address:
Southern Counties Off Road Ltd
74 Dore Ave
Porchester
Fareham
Hampshire
PO16 8OW
4. Objectives
 - a. To further interest in motoring and motor sport.
 - b. To provide members with information, advice and assistance on matters connected with motoring and motor vehicles.
 - c. To promote motor competitions in accordance with the requirements of the MSA and to co-promote such events with other clubs.
 - d. To afford members such benefits and privileges consistent with the objects of the Club as it may be possible to arrange.
5. The membership shall consist of
 - a. Full members
 - b. Life Members
 - c. Honorary members
6. The Committee shall consist of not less than four members. The authority and responsibility for the transaction of the business of the Club and for its management shall be vested in a Committee, who, in addition to the powers and authorities by these rules, expressly conferred upon them, may exercise all powers and do all acts in furtherance of the objectives for which the club is established, other than those hereby expressly directed or required to be exercised or done by the Club in general meeting.
7. The Chairman, Treasurer, Secretary and Committee shall be elected at the Annual General Meeting and, subject to termination of office by resignation at the next AGM following their appointment. The Committee shall have the power to co-opt other members, as they deem necessary. The retiring officers and other members of the Committee shall be eligible for re-election.
8. The Club shall in each year hold an AGM. The membership will be notified in writing, a minimum of 21 days in advance, of the place, date and time. Plus, the Agenda items. Anyone wishing to raise an item/nomination for the Agenda must notify the Secretary, in writing, no less than 7 days prior to the AGM. All current full members will be entitled to vote at an AGM.
9. **Membership:**
Southern Counties only offer 1 membership Minimum age 14 years. Renewed annually in December to run from 1st of February until 31st January, the current fee for 12 months is £15.
New members shall pay £15, £10 or £5 depending on which third of the year they are applying,
Associate membership is not available.

Drivers must have a Full RTA licence for Trials and Safaris, as well as the relevant licence from MUK. This is currently an RS Clubmans licence. Passengers must also hold an MUK RS Clubmans licence.

TRIALS



Trials

A trial is a test laid out over undulating ground where the purpose is to bring the competitor to an involuntary stop. The course shall comprise of a series of 'gates' defined by marker canes and where the competitor's performance is measured according to the number of gates 'cleared' without stopping, leaving the course or touching a marker.

A section will normally consist of '10' marked gates. The gates will be numbered TEN down to ONE, although blank/crossed canes may be used to further define the boundaries of the section. The cane tops will be RED on the right-hand side and WHITE on the left-hand side. Gates will be a minimum of 3 metres wide.

There will be no time penalties but the competitor must complete the section, once started, in a continuous movement. If the competing vehicle touches a cane – the penalty awarded is the value of the cane, or the subsection in which it occurred. The subsection penalty is determined by the value of the cane being approached or if that is a blank marker it will be the following marker.

If forward motion is not maintained (this is classed as a stop), the point of failure is defined as the point on the ground directly below the centre of the leading wheel hub. If this point has just passed the line between a pair of numbered canes defining the boundary of the subsection, then the penalty for the next subsection applies.

The vehicle must maintain forward motion at all times unless it is eligible for a 'shunt'. This will be decided on wheelbase – at present – any vehicle over 100" will qualify for ONE shunt per section. A shunt is when a corner cannot be negotiated in one move and a shunt necessitates a stop and change of direction. Drivers must inform the Start Marshall where a shunt is to be taken before driving the section. Normal scoring will apply. The Start Marshall will mark the scorecard accordingly.

A driver completing the section without touching a marker or ceasing forward motion 'clears' the section and scores ZERO. All drivers must ensure that a Marshall marks their scorecard with each result. The winner at the end of the day will be the competitor with the lowest score, having a mark for each section.

In the event of a tie, the organisers may elect to determine the winner either by a 'run-off', or else by examining the score cards to see which competitor maintained the lowest penalty for the longest i.e. 'furthest cleanest'.

Classes for Trials

Class 1: Standard running gear and full bodywork

These are laid out with particular thought to road going vehicles and the sections endeavour to avoid hazards which may mark bodywork.

Class 2: Modified with diff locks

Vehicles with fiddle brakes are allowed to compete, but the fiddles are not allowed to be used.

These are laid out with particular thought to those drivers who desire a more challenging course and are willing to accept there may be risk of marking body work.

Drivers

1. All drivers must hold a current Driving Licence.
2. ALL DRIVERS AND PASSENGERS MUST HAVE THE MOTORSPORT UK RS CLUBMANS LICENCE, THIS CAN BE APPLIED FOR ONLINE VIA THE MSUK WEB SITE. COMPETITORS ARE ADVISED TO KEEP A COPY OF THE LICENCE ON THEIR PHONE. LATE COMPETITORS WILL BE ALLOWED TO COMPETE AT THE DISCRETION OF THE SECRETARY, PASSENGERS WILL NOT BE ALLOWED TO .
3. All drivers must produce a current full Club Membership card at 'Signing-on'. There will be a £5 fine for non-production.
4. It is the responsibility of the driver to ensure that any passengers carried are signed on
5. Drivers will wear seat belts or harnesses as fitted per manufacturers specifications when either driving on site or competing.
6. Having completed the signing on process, drivers must present their vehicles to the Scrutineer for inspection.
7. Club Trials do not require a vehicle to have Road Tax – unless the vehicle has been driven to the event using the Public Highway, therefore making it a legal requirement. The Club reserve the right to exclude, from competition, any vehicle that has been driven to the site – using Public Highway – that is not Road Taxed. The Club also reserves the right to exclude that Competitor from future Club events.
8. A copy of the MSA blue book will be available at every event.
9. The entry fee for 2020 will be £30.00

Passengers

1. All Passengers must produce a current Club Membership card at 'Signing-on'
2. PLEASE SEE 2 ABOVE
3. There will be a £5 fine for non-production.
4. The minimum age for passengers will be 14 years of age.
5. Any passenger under the age of 16 will be required to produce a letter of consent from a parent or guardian at 'Signing-on' and this letter will be retained by the organisers.
6. Passengers under 16 may only be seated in a vehicle with a manufacturer's hardtop, truck cab or a roll bar.
7. Only one passenger may be carried during observed sections, they must also be seated in the front of the vehicle.
8. Passengers will wear seat belts or harnesses as fitted per manufacturer's specifications at all times when being a passenger in a vehicle being driven around the site or competing.

10. ALL DRIVERS AND PASSENGERS MUST HAVE THE MOTORSPORT UK RS CLUBSPORT LICENCE, THESE CAN BE APPLIED FOR ONLINE VIA THE MSUK WEB SITE. COMPETITORS ARE ADVISED TO KEEP A COPY OF THE LICENCE ON THEIR PHONE. LATE COMPETITORS WILL BE ALLOWED TO COMPETE AT THE DISCRETION OF THE SECRETARY, PASSENGERS WILL NOT BE ALLOWED TO.

Trials Rules

1. Drivers and passengers must be signed-on.
2. Competing vehicles must be scrutineered before starting the event. They must be presented in a clean condition.
3. All vehicles must be serviced or repaired on a tarpaulin which is larger than the exterior dimensions of the vehicle.
4. All drivers must attend a briefing at the start of each event.
5. All drivers will obey Marshals instruction. Marshal's decisions are final.
6. Drivers and passengers are not allowed to smoke / drink etc whilst competing.
7. Seat belts must be worn by both driver and passenger as per manufacturer's specification whilst competing.
8. No person shall travel/ride other than in a proper seat.
9. **The vehicle the competitor starts the trial with must be the one he uses throughout the trial in order to gain Championship points.**
10. The land that the Club uses is rented. In order that we might return to the site in future please take home all your rubbish.
11. Do not intentionally damage the site or cause a nuisance to the landowner or properties nearby.
12. Never spill fuel, oils or drop litter.
13. Competition numbers are not required.
14. Gate markers are Now RED on the right and white on the left
15. Certain trial sections will now 2 finishes from 3 to 1 gate Class 2 will follow Blue on the right gates from 3 to 1
- 16.

These technical regulations are designed to aid all those wishing to compete at Southern Counties Off Road Club (SCOR) trials events. They are correct at time of publication – however, rules are constantly updated and if you are planning to build or modify a vehicle for future competition use – it is strongly recommended that you contact the relevant Event Secretary or the Chief Scrutineer.

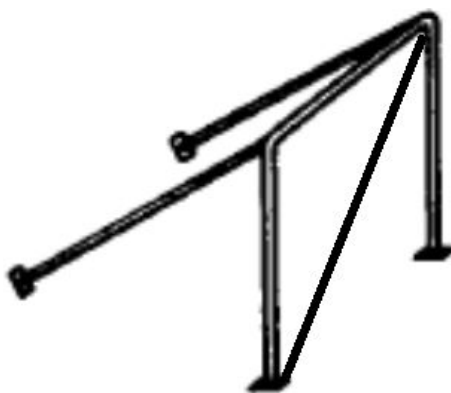
The minimum regulations for vehicles competing in a SCOR trial are as follows:

1. Fire extinguishers of 1.75kg minimum (see technical regs). **Powder extinguishers are prohibited.** All extinguishers must be serviced in accordance with the manufacturer's guidelines, or every 24 months, whichever is sooner. The driver must be able to evidence that this requirement has been met. MUK Blue Book K.3 and onwards, gives full details.
2. Have a second throttle return spring fitted.
3. Securely mounted front and rear tow points painted in contrasting colours.
4. Have a tow rope of at least 25mm in diameter with loops at either end. Metal inserts, shackles and chains are prohibited.
5. The use of open tread tyres such as Maxi Cross, Black Star cross or dumper tyres is **PROHIBITED.**
6. All vehicles must have windscreens; if they are able to be folded flat they must be erect. Alternatively all occupants must wear safety goggles, recommended Visor Standard BS4110Z.
7. **ROLL OVER PROTECTION.** No vehicle shall be allowed to contest a Club trial without some form of roll-over protection.

Class 1. A manufacturer's hardtop or truck-cab, when correctly fitted, shall be deemed sufficient. Soft or open topped vehicles require additional strengthening. The body integral roll hoop of Suzuki and Daihatsu type vehicles is acceptable but Landrover and Jeep style open vehicles will require the fitment of an additional support. The minimum requirement for Class 1 is for a single roll hoop (as per tech regs No. 3). This may be fixed direct to the chassis or mounted on the body in a similar fashion to the manufacturer's hard top. i.e. affixed to the body cappings of a Landrover. THE STRENGTH AND SECURITY OF THE MOUNTINGS OF SUCH A DEVICE ARE OF PARAMOUNT IMPORTANCE.

Class 2 The minimum required is a roll bar to MSA Blue Book Section K, drawing 60i and MSA Blue Book Section K, drawing 31 being a roll hoop with two diagonal back-stays and a diagonal member with its highest junction with the main hoop behind the drivers head. To MSA standard.

IF IN DOUBT ASK!



(MSA Blue Book 2017. Section K, Appendix 2, Drawing 60i)

Materials and dimensions for all vehicles must comply with current regulations set out in the MSA Blue Book. These regulations are available online at www.msauk.org. In 2018, this is in Section K.

Trials Technical Regulations

These Technical Regulations designed to aid all those wishing to compete at Southern Counties Off Road Club Ltd (SCOR) Trials events, are correct at time of publication. However, rules are constantly updated and if you are planning to build or modify a vehicle for future competition use it is strongly recommended that you contact the relevant Event Secretary or the Club Scrutineer for information on any proposed rule changes.

All vehicles must comply with current MSA Technical Regulations in the MSA Blue Book.

The following Technical Regulations are mandatory for all vehicles competing at Club Trials events. Where there are several regulations concerning any particular subject it shall be taken, as a general principle, that one does not override another unless specifically stated.

T.A: SEATING

T.A.1 The vehicle must be fitted with a minimum of ONE fixed seat for the driver. It is not required to have a passenger seat if there will be a single competitor in the vehicle.

T.B: SAFETY BELTS

T.B.1 Safety belts must be worn at all times during competition. The minimum requirement for a trial is a three point belt comprising one diagonal shoulder strap and one lap strap, with three anchorage points on the chassis/body shell or roll-over bar of the vehicle on either side and to the rear of the seat. The seat integral safety belt of the Range Rover is acceptable.

T.C: BRAKES

T.C.1 Independently operated rear brakes are not permitted on trials vehicles. **Are allowed but not to be used**

T.D: TYRES

T.D.1 The use of open tread tyres such as Maxi Cross, Black Star Cross or dumper tyres is PROHIBITED.

T.E: TRANSMISSION

T.E.1 The use of locked or locking axle differentials, limited-slip or torque-biasing axle differentials is only permitted in Class 3. (Rule change January 2016)

T.F: FUEL SYSTEMS

T.F.1 Vehicles must have effectively sealed tank fillers and caps which do not protrude beyond the bodywork. These must have an efficient locking action to reduce the risk of accidental opening during an accident and ensure closing after refuelling. Air vents must be at least 25cm to the rear.

T.G: ELECTRICAL SYSTEMS

T.G.1 Vehicles must be equipped with two rear facing brake lights.

T.G.2 Vehicles must be equipped with an effective horn or other audible warning device emitting a continuous tone.

T.G.3 A circuit breaker that cuts the engine is recommended.

T.G.4 Vehicles fitted with automatic transmission systems shall have an operative starter inhibitor switch enabling the engine to be started in 'park' or 'neutral' only.

T.H: EXHAUST SYSTEM

T.H.1 Vehicles must have supplementary protection for exhaust systems that protrude behind the bodywork.

T.J: WINDSCREENS AND SIDESCREENS

T.J.1 Vehicles must be fitted with windscreens of laminated glass, or plastic of a minimum thickness of 4mm; These must be fitted and erect and the height of which must be above the eye line of the occupants; Plastic side screens, where fitted, should also have a minimum 4mm thickness fitted. Alternatively, safety goggles must be worn by all occupants. Recommended Visor Standard as per current MSA regulations (Section K 11.2 in 2017 book). Goggles must be clear. If a windscreen is broken whilst in competition goggles must be worn.

T.J.2 The use of mesh or net side screens on open vehicles to retain the limbs of a driver and passenger in the event of a roll over is advised.

T.J.3 Tinted glass in any window which can affect through vision (in or out) is prohibited.

T.K: MISCELLANEOUS

T.K.1 All non-secured items must be removed from inside the vehicle.

T.K.2 Be prohibited from using cameras/video whilst competing, unless authorised by the Club Scrutineer and Clerk of the Course.

T.L: RECOVERY.

T.L.1 Be equipped with substantial recovery points front and rear painted in contrasting colours. A ball hitch whether mounted vertically or with the ball facing inwards, a tow hook, NATO hitch or Rhino hook are all acceptable.

T.L.2 All recovery points should be securely mounted to the structure of the vehicle with bolts of an adequate size, strength and back plates. They must accept a rope loop and be secure without the use of shackles or other such attachments.

T.L.3 Have a tow rope of at least 25mm in diameter with loops at either end. Metal inserts, shackles and chains are prohibited.

T.M: SAFETY.

Regulations regarding safety are the MINIMUM required. There are no standards governing the maximum standard allowed and competitors are advised that they should afford themselves the best protection possible.

T.M.1 All vehicles must comply with safety regulations as itemised under their specific Technical Regulations and as detailed under the section headed Competitor Safety (section K) in the MSA Competitor's Yearbook.

T.M.2 A fire extinguisher / extinguishing system must be carried on all competing vehicles, minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by mechanical / electrical assisted triggering mechanism. 1.75kg of extinguishant is the minimum requirement. These must not be carried loose but should be retained in positive quick release brackets, secured to the vehicle with a minimum of two 6mm bolts. Extinguishers with pressure gauges are recommended. The tare weight of the unit must be marked on the cylinder. Powder extinguishers are prohibited.

IF IN DOUBT ASK!

Trials

Championship Scoring System

- Results that count for the Championship table will be as follows:
 - Nine Round (or more) Championship – competitor will be allowed to drop lowest score.
 - Eight Round (or less) Championship – all rounds to count.
- On the day of the event trophies will be award for at least 1st 2nd 3rd overall, in each class - as below.

1st Overall	100 points
2nd	90
3rd	85
4th	80
5th	75
6th	70
7th	65
8th	60
9th	55
10th	50
11th	45
12th	40
13th	35
14th	30
15th	25
Below 15th	20
Retired	10

- All results will be posted within a week and a running championship table will be posted on the Club website every two months.
- Although Club events are competitive they are supposed to be fun. Please remember that all officials and especially marshals are volunteers without whom there would be no competition. Please treat them with respect.
- The club will attempt to give a minimum of 4 weeks' notice, where possible, when a date or site change or addition takes place. Competitors and club members need to be aware that their first point of contact re changes to the calendar should be the club Web website.

It is an offence under the MSA regulations to be verbally or physically abusive and/or be insulting to competition officials including marshals.

Competitive Safari Events

- ALL DRIVERS AND PASSENGERS MUST HAVE THE MOTORSPORT UK RS CLUBSPORT LICENCE, THESE CAN BE APPLIED FOR ONLINE VIA THE MSUK WEB SITE. COMPETITORS ARE ADVISED TO KEEP A COPY OF THE LICENCE ON THEIR PHONE. LATE COMPETITORS WILL BE ALLOWED TO COMPETE AT THE DESCRETION OF THE SECRETARY, PASSENGERS WILL NOT BE ALLOWED TO.**

Please note that Competition Licence Holders WILL NOT RECEIVE COPIES OF THE Blue BOOK

All the MS UK Publications are now available on the MSUK website .

- The Southern Counties Off Road Club Ltd (SCOR) will run a clubman's status competitive safari event.
- The event will be open to fully paid up members of SCOR and invited clubs.
- The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Standing Regulations, any Supplementary Regulations (SR's) issued by the club and event notice board.
- The event shall be run under a MSA permit.
- A vehicle may be entered with up to 3 drivers. Where a vehicle is driven during the season by more than one driver, it will be classed as a 'Team' entry for that season. Championship points will be awarded to the 'Team' comprising up to the maximum of 3 drivers.
- All drivers must possess a valid Road Traffic Act (RTA) driving licence as well as an appropriate MSA competition licence and club membership card.
- All passengers must be at least 16 years of age and produce an appropriate club membership card and Their RSLICENCE
- All drivers and passengers must sign on prior to the start of the event, on penalty of exclusion.
- All competing vehicles must comply with the MSA Technical Regulations for cross-country vehicles.
- Vehicle classes will be as follows:
 - Class A 4WD vehicles up to 2500cc, suspension free. 4WD vehicles with all leaf sprung suspension, engines free.
 - Class B 4WD vehicles from 2501cc to 3600cc.
 - Class C 4WD vehicles, over 3600cc.
 - Class D 2WD vehicles, engines and suspension free.
- It is the responsibility of the competitor to ensure the vehicle has passed scrutineering prior to the start of the event.

12. Tyres must comply with the MSA Blue Book, Common Regulations for Permitted Tyres (Section L, List 5). Further tyre restrictions, if any, will be notified on the ASR's
13. Competitors will be required to make a number of timed attempts at an arduous cross-country course. Each competitor will leave individually at timed intervals, usually one minute between each competitor. Timing will be to the second.
14. There will be a Penalty Free Time Allowance (PFTA) based on an average speed of 30 miles per hour.
15. Full details of the length of the course and the number of attempts shall be given at the drivers briefing prior to the start of the event along with the PFTA and the maximum time allowed for each attempt, if not available with the SR's. Force Majeure may reduce the number of attempts during the event. Competitors should check with the Clerk of the Course.
16. The course shall be clearly marked and no navigation shall be required.
17. Competitors may inspect the course on foot prior to the event.
18. The time taken for each attempt shall be posted as the elapsed time for that attempt.
19. If a competitor records a time less than PFTA, the time posted for that attempt shall be PFTA.
20. The competitor who finishes the event with the shortest total elapsed time for all attempts shall be declared the winner.
21. There will be a first overall permanent trophy awarded and first in class trophies. The first overall shall not receive a class trophy. 2nd and 3rd class places will also receive awards
22. If a competitor fails to complete the course within the maximum time allowed for each attempt, a 'maximum' time shall be posted as the elapsed time for that attempt.
For a competitor to qualify for a maximum, they must cross the START Line < there is no limit on the number of maximums.
23. The maximum time shall be determined by the Clerk of the Course and notified on the official notice board.
24. All competitors shall be allowed an equal amount of 'course open time', provided they start at the earliest possible opportunity. A competitor's course open time shall commence from the start of their first attempt or from the time the start line was first empty, which ever was the earlier. The duration of course open time shall be advised by the Clerk of the Course at the Driver's Briefing.
25. All recovery shall be at the discretion of the Clerk of the Course. THERE WILL BE NO LIVE RECOVERY.
26. Recovery back to the pits will only be attempted if competitor has the correct type of tow rope. incorrect tow rope, no recovery will be attempted
27. No penalty shall be awarded for receiving official recovery.
28. If the course is blocked a re-run or average time may be awarded to affected competitors at the discretion of the Clerk of the Course. Average time will be calculated using the times for the two adjacent laps (or proceeding two if it is the first lap attempted). This must be requested before commencing the next lap.
29. Flags, where used by Marshals, must be obeyed as set out in the MSA Competitors Yearbook (The 'Blue Book').
30. If the event is curtailed the number of laps shall be reduced according to the course open time available to the last starter
31. The land that the Club uses is rented. In order that we might return and for environmental reasons it is essential that no fuel or oils of any kind be spilt on the ground. An impermeable groundsheet larger in area than the competition vehicle is to be used to service the competition vehicle on. Under MSA rules, a large spill kit will be available in the pits. ALL COMPETITORS MUST HAVE A GROUND SHEET TO CARRY OUT ANY REPAIRS DURING THE DAY
32. All competing crew shall be identified by a plastic/nylon constructed bracelet which shall only be issued at signing on. Competitors may be required to show their identifying bracelet at any time during the event but specifically on the start line.
38. Spill kits are required to be carried in all competition safari vehicles. The spill kit must contain the following as a minimum; 2 x absorbent pads 0.85 litre each, 1 x disposal bag with a means of closure, a zip tie is suggested, 1 x pair of disposable gloves.
39. Any competitor who acts Clerk of the course, Chief Marshall, Time keeping, will be entitled to have an average score for that event, the average will be worked out at the end of year.

Safari Technical Regulations

These Technical Regulations, designed to aid all those wishing to compete at Southern Counties Off Road Club Ltd (SCOR) Competitive Safari events, are correct at time of publication. However, rules are constantly updated and if you are planning to build or modify a vehicle for future competition use it is strongly recommended that you contact the relevant Competition Secretary or the Club Scrutineer for information on any proposed rule changes. The following Technical Regulations are mandatory for all vehicles competing at Club Safari events. Where there are several regulations concerning any particular subject it shall be taken, as a general principle, that one does not override another unless specifically stated.

S.A. CHASSIS/BODY

S.A.1 Rear engine vehicles must be adequately protected from a rear end collision and all moving parts must be covered.

S.B. SEATING

S.B.1 The maximum time for a driver/passenger to get in or out of the vehicle should not exceed 5 seconds.

S.B.2 Head restraints are mandatory on Safari vehicles.

S.C. BRAKES

S.C.1 An independent parking brake system must be fitted.

S.D. STEERING

S.D.1 Have steering lock stops fitted.

S.E. WHEELS

S.E.1 Not to be fitted with duplicated driving wheels unless fitted on a production vehicle by the manufacturer.

S.E.2 A spare wheel is not required but, if carried, must be securely fastened.

S.F. TYRES

S.F.1 The responsibility rests with the competitor to ensure that the tyres used are of adequate rating having regard to the potential speed of their vehicle and the nature of the event.

S.F.2 Tyre pressures may be lowered but if the vehicle is to be used on the public highway they must be inflated to normal working pressure.

S.F.3 The use of tyre chains is prohibited.

S.F.4 The use of open tread tyres such as Maxi Cross, Black Star cross or dumper tyres is PROHIBITED. The list of approved tyres for comp safari events can be found in the blue book (section L) in list 5. All of the tyres on this list are allowed. The Scrutineer will be the judge of overly aggressive tyre suitability.

S.G. FUEL SYSTEMS

S.G.1 Have effectively sealed tank fillers and caps which do not protrude beyond the bodywork. These must have an efficient locking action to reduce the risk of accidental opening during an accident and ensure closing after refuelling. Air vents must be at least 25cm to the rear.

S.H. ELECTRICAL SYSTEMS.

S.H.1 When taking part in an event held totally off the public highway, need not comply with DfT requirements regarding lights, but must have two working, rear facing, brake lights.

S.H.2 Headlamps are required for all night events.

S.H.3 Be equipped with an effective horn or other audible warning device emitting a continuous tone.

S.H.4 Vehicles fitted with automatic transmission systems shall have an operative starter inhibitor switch enabling the engine to be started in 'park' or 'neutral' only.

S.I. EXHAUST SYSTEMS.

S.I.1 Have supplementary protection for exhaust systems that protrude behind the bodywork.

S.J. WINDSCREENS AND SIDESCREENS.

S.J.1 Be fitted with windscreen, unless the event takes place wholly on private property. The use of mesh or net side screens on open vehicles to retain the limbs of a driver and passenger in the event of a roll over is advised.

S.K. MISCELLANEOUS.

S.K.1 All non-secured items must be removed from inside the vehicle.

S.K.2 Be prohibited from using cameras/video whilst competing, unless authorised by the Club Scrutineer and Clerk of the Course.

S.L. RECOVERY.

S.L.1 Be equipped with substantial recovery points front and rear painted in contrasting colours. A ball hitch whether mounted vertically or with the ball facing inwards, a tow hook, NATO hitch or Rhino hook are all acceptable.

S.L.2 All recovery points should be securely mounted to the structure of the vehicle with bolts of an adequate size and back plates. They must accept a rope loop and be secure without the use shackles or other such attachments.

S.L.3 Have a tow rope of at least 25mm in diameter with loops at either end. Metal inserts, shackles and chains are prohibited.

S.L.4 Kinetic Energy Recovery Ropes (KERR) are not advised.

S.M. SAFETY.

Regulations regarding safety are the MINIMUM required. There are no standards governing the maximum standard allowed and competitors are advised that they should afford themselves the best protection possible.

S.M.1 All vehicles must comply with safety regulations as itemised under the specific Technical Regulations and as detailed under the section headed Cross Country Events (section P) in the MSA Competitor's Yearbook.

S.M.2 Clean, fire resistant, overalls are recommended at all times

Roll Over Protection

Roll Cages, to MSA minimum standard are compulsory on all Safari vehicles.

SCOR Safari Championship Points System.

SCOR has traditionally run a club championship of around 8 safari's events a year.

Points from all rounds count towards the championship for club members.

1st Overall	250 points
2 nd	230
3 rd	220
4 th	210
5 th	200
6 th	190
7 th	180
8 th	170
9 th	160
10 th	150
11 th	140
12 th	130
13 th	120
14 th	110
15 th	100
16th or below	75
Retired 50% of total laps completed	50
Retired 25% of total laps completed	30
Retired less than 25% of total laps completed	10

A competitor who acts as the Clerk of the Course at a safari will receive an average points allocation for that event. Eg in a series of 7 events, the total points scored over the other six events will be added together and divided by 6 (regardless of whether all other events were entered)

All results will be posted within a week and a running championship table will be in the SCOR website every two months.

Although Club events are competitive they are supposed to be fun. Please remember that all officials and especially marshals are volunteers without whom there would be no competition. Please treat them with respect.

It is an offence under the MSA regulations to be verbally or physically abusive and or insulting to competition officials including marshals.

The club will attempt to give a minimum of 4 weeks' notice, where possible, when a date or site change or addition takes place. Competitors and club members need to be aware that their first point of contact re changes to the calendar should be the club Web site (scor4x4.co.uk).

Randonnee Event

A 'Randonnee' is a navigational scatter – of which SCOR'S 'Ebble Valley Trail' is widely regarded as one of the UK's premier events. The event is held using Public Highway and un-surfaced Rights of Way. It is suitable for all types of road legal cross-country vehicles, with the majority being standard production types. No modifications are required and only a minimum of extra equipment is needed: towrope and warning triangle. The event is open to all members of SCOR and any other invited MSA Club.

A Randonnee will consist of a chosen route – given in various navigational formats. Competitors will be required to work from the Road Books provided and convert the information onto an Ordnance Survey map. The route can then be driven and points will be awarded for 'code boards' spotted at various intervals. These provide the scoring element of the event but there may be an extra exercise e.g. Trial section, in order to provide a tie break - in the event of a draw. Navigators will require a basic level of navigational skill but novices need not be put off, as help will be at hand if required.

The event provides an opportunity for off-road drivers, of all levels, to drive un-surfaced tracks within a controlled environment but with an additional competitive element. The route with every effort should be non-damaging in nature with regard to both the surface of the tracks and the competing vehicles. There is no speed element to the event; the only timing requirements being that competitors must report to the start, finish (and possibly a lunch stop) within a predetermined time. A Driver and Navigator are required but additional passengers may be carried. Trophies are usually awarded for the top ten finishers. The event traditionally runs over a weekend and is based in the Salisbury area.

It is the Club's constant goal to promote responsible use of the countryside. Using motorised vehicles has always been a contentious issue and the Club would hope to encourage not only considerate behaviour during the event but also that competitors can take away a philosophy that they will use in the future. Misuse of lanes and irresponsible behaviour will undoubtedly lead to further restrictions if not a total ban.

Please check the club calendar for future dates.



Green Lane code of conduct

SCOR does not organise green-laning days. Below is the code of conduct SCOR has adopted for those who wish to drive green lanes. The Code of conduct is produced by LARA. (Land Access and Recreation Association)

1. Use only rights of way with known, proven or provable vehicular rights. If challenged, discuss; if not resolved, then leave as requested until status is rechecked.
2. Keep to the defined track. Detour only to pass immovable obstructions. Be critical of your own abilities and equipment when assessing an obstruction.
3. If the route is not obvious on the ground, ask locally, or check on the maps held at the highway authority offices.
4. Travel at a quiet and unobtrusive pace and as slowly as practicable; we recommend a maximum of 12 mph when in a 4x4 and on an Unsurfaced Right of Way (URoW). Ensure your vehicle is fully road-legal, URoW are subject to the same laws as surfaced roads.
5. When travelling in groups, keep to a small number - four or less. Split larger parties up and either use a different route or allow a good interval to elapse before following.
6. Do not travel on URoW when they risk being affected beyond a point of natural recovery once the weather improves. Do not use URoW that maybe damaged by the wheel pressure applied by your vehicle.
7. Avoid damage to trees, hedgerows and boundaries. Some roads carry vehicular rights but are physically too narrow for 4x4s.
8. Do not practice recovery techniques on any URoW..
9. Be courteous to other road users - pull over and stop your vehicle for walkers, but pull over, stop your vehicle and switch off the engine for passing horses. Thank those who move over for you.
10. After consultations with Country Landowners Association and National Farmers Union HQ's, "best practice" dictates that gates if they were found to be secured in an open position should be left open, and those which are found shut or swinging should be shut behind you; the landowner might appreciate being told about a gate insecurely propped open if you see them.
11. Keep dogs and children under supervision..
12. Guard against all risks of fire.
13. Take your litter home

**Follow the Country Code at all times.
Tread Lightly**

Child Protection Policy

Southern Counties Off Road Club adopts the policy and guidelines as set out by the MUK.

Further information can be obtained from any committee member or the MSA on their web site. www.msauk.org

The MSA Policy Statement on Child Protection is as follows:

- The welfare of the child is paramount
- All children regardless of age, gender, ability or disability, faith, size, language or sexual identity, have the right to protection from harm
- All allegations, suspicions of harm and concerns will be taken seriously and responded to swiftly, fairly and appropriately
- Everyone will work in partnership to promote the welfare, health and development of children
- As defined in the Children's Act 1989 anyone under the age of 18 years should be considered as a child for the purposes of this document.



Scrutineering issues to be aware of:

There are several rule changes that all drivers should be aware of, these have all been published on the MUK website and are accessible to all via the web regardless of whether you hold a **Scrutineering issues to be aware of:** competition licence or not.

Issues that are of particular relevance to SCOR members, and that are likely to need immediate action include:

1. Fire Extinguishers. All extinguishers must be serviced in accordance with the manufacturer's guidelines, or every 24 months, whichever is sooner. The driver must be able to evidence that this requirement has been met. MUK Blue Book K.3 and onwards, gives full details.
2. Crash Helmets. Snell 2005 has now expired and cannot be worn at an event which requires the use of a helmet. Current helmet standards can be found in Section K of the Blue Book. See P25.1 for the new regulation particular to Cross Country events.
3. FHR (Frontal Head Restraints) are now required for competitive safari events. An FIA approved device must be worn. See P25.1 for the new regulation particular to Cross Country events.

4. Both helmet and FHR must have an MUK/MSA sticker applied. If you have a helmet/FHR which meets the current regulations and has an MSA sticker, this is acceptable and will not need to be re-stickered with an MUK version.
5. Smoke. New regulation in Section P 60.5.1. This applies to vehicles in ALL grades of event and states 'The engine must not produce visible smoke or exhaust emissions during the event, however reasonable emissions, such as an occasional "puff" are tolerated. Any named official of the event is empowered to judge this. If the competitor is unable to affect a solution during the event they shall be disqualified from the competition.' Simply, if, as a marshal, you would not want to be standing in the smoke being issued by a vehicle then it is probably excessive.
6. The MUK website has an area where proposed rule changes can be viewed. This will give you advance warning of proposed changes and also give the opportunity to have an input if appropriate. Club committees are able to put forward a view for consideration by the MUK during the consultation period. Please look at the proposals and voice your opinion if you wish to do so by contacting a member of the SCOR committee. You can find this on the MUK website following the tabs for 'news and publications', 'regulations' then 'proposed changes'. There is currently a proposal relating to the minimum acceptable weight for a comp safari vehicle dependent on the size of the engine fitted. If you have a view on this, please let a member of your committee know.
7. There will be new Safari Caravan.with new equipment and new rules that apply .
The timing area of the caravan will be out of bounds for everyone except for the CLERK OF THE COURSE and CHIEF MARSHALL and RADIO Controller .