



Southern Counties Off Road Club Club Rules

Updated

February 2025

Adopted 8/2/25 @ the AGM

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 MSUK 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
10 Hadrian Gardens
Ashford
Kent
TN23 3PH
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 observe the local administration of the laws and regulations affecting motoring and motor vehicles, and to report any proposed local action or scheme to Motorsport UK
 - d. To promote motor competitions in accordance with the requirements of the MSUK and to co-promote such events with other clubs.
 - e. 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 (£20)
 - b. Committee Members (Fee free)
 - c. Honorary Life Members
 - d. [Junior Members 14-17](#)
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 Chairperson, 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. **BANKING.** All monies of the Club shall be banked by the Treasurer in the name of the Club, and no disbursements shall be made therefrom except in accordance with the form or forms authorised by the Committee.
10. Membership: Southern Counties only offer one membership Minimum age 14 years.
MEMBERSHIP RUNS FROM JANUARY 1ST TO DECEMBER 31ST. MEMBERSHIP THROUGH THE YEAR IS £10.00, MEMBERSHIP IS ONLINE PLEASE SEE Southern Counties Off Road Club WEB PAGE (scor4x4.co.uk), **NON-PAYMENT** Any Member of the Club who has not paid his subscription within two clear months of the date on which it became due shall be notified of the fact in writing, by the Secretary or the Treasurer. If, after one month thereafter, any Member who has still failed to pay his subscription may, unless sufficient reason be shown to the satisfaction of the Committee, be taken off the Register of Members with immediate effect. No Member whose subscription is in arrears shall be eligible to take part in any competitions organised by the Club and under the rules of Motorsport UK. Drivers must have a Full RTA licence for Trials and Safaris, as well as the relevant licence from MSUK. This is currently an RS Clubman's licence. Passengers must also hold an MSUK RS Clubman's licence.
11. **CODE OF CONDUCT**
Members must ensure they abide by the rules and regulations of the Club and Motorsport UK and:
 - A. Always conduct themselves in a proper manner, in the best interests of UK motor sport.
 - B. respect the decision of event officials.
 - C. treat all competitors, marshals and officials equally with respect.
 - D. maintain the highest standards of driving behaviour.
 - E. not discriminate against individuals for any reason, whether as a result of race, colour, gender, marital status, sexuality, age, disability, occupation, religion or political persuasion.

Failure to comply with this Code may result in stringent sanctions being imposed by Motorsport UK and the National Court.
12. **Social Media and Safeguarding Policies** scor4x4.co.uk/policies-and-documents/
13. **DISSOLUTION** The Club may be dissolved by a Special General Meeting convened by direction of the Committee, or on the requisition of the majority of the Members. If the resolution of dissolution be duly passed, the Committee shall forthwith liquidate the affairs of the Club, and if there be any surplus assets on realisation, these shall be disposed of at the discretion of the Committee.

**WITH REFERENCE TO SAFETY, MSUK RULES MUST BE ADHERED TO, THE SCOR RULE BOOK HAS BEEN UPDATED TO REFLECT THIS
IF ANY MEMBER HAS A QUERY, THEN PLEASE BRING TO THE ATTENTION OF THE COMMITTEE.**

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 WHITE on the right-hand side and RED on the left-hand side. Gates will be a minimum of three 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 always maintain forward motion 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

SCOR RUN 2 CLASSES, SEE BELOW. Requirements for classes are item no, 8 UNDER TECHNICAL REGULATIONS

Drivers

1. All drivers must hold a current Driving Licence.
2. [For the Purpose of TYRO's, non-licensed drivers aged 14-17 are permitted.](#)
3. 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 DESCRETION OF THE SECRETARY, PASSENGERS WILL NOT BE ALLOWED TO.
4. SIGNING ON IS NOT AVAILABLE, ALL ENTRY FORMS ARE ON ONLINE GO TO SOUTHERN COUNTIES WEB PAGE
5. It is the responsibility of the driver to ensure that any passengers carried have completed the online entry.
6. Drivers will wear seat belts or harnesses as fitted per manufacturers specifications when either driving on site or competing.
7. Upon arrival on site drivers must present their vehicles to the Scrutineer for inspection.
8. 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.
9. Access to MSUK National Competition Rules (NCRs) will be available at every event.
10. The entry fee for 2025 will be £35.00, WHERE CAMPING £40.00 THE INCREASE IS DUE TO LAND AVAILABILITY AND LANDOWNERS INCREASING THEIR FEES

Passengers

1. All Passengers must have completed an online entry form.
 2. PLEASE SEE 3 ABOVE.
 3. The minimum age for passengers will be 14 years of age.
 4. Any passenger under the age of sixteen 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.
 5. Passengers under 16 may only be seated in a vehicle with a manufacturer's hardtop, truck cab or a roll bar.
 6. Only one passenger may be carried during observed sections, they must also be seated in the front of the vehicle.
 7. 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.
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11. 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.

Trials Rules

1. Drivers and passengers must register for the event on Alpha timing and sign in.
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 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 white on the right and red on the left.
15. Certain trial sections will now 2 finishes from 3 to 1 gate Class 2 will follow Multi coloured on the right gates from 3 to 1.

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.

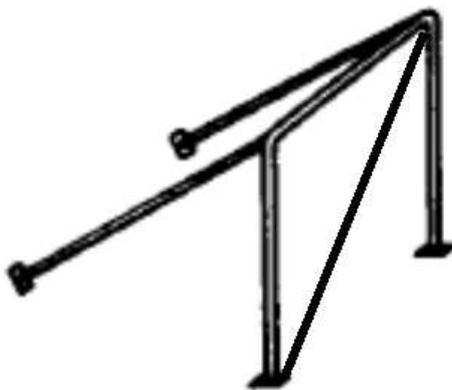
The minimum regulations for vehicles competing in a SCOR trial are as follows:

1. Fire extinguishers are strongly NCR Chapter 7.6.5 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.
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. All vehicles that have windscreens; if they can be folded flat, they must be erect. Vehicles without windscreens it is strongly recommended to wear safety goggles, recommended Visor Standard BS4110Z.
6. **ROLL OVER PROTECTION** No vehicle shall be allowed to contest a Club trial without some form of roll-over protection.
7. **CLASSES**

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 Land Rover 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 capping's of a Land Rover. 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 NCR Chapter 7 Appendix 13 Diagram 64a being a roll hoop with two diagonal backstays and a diagonal member with its highest junction with the main hoop behind the driver's head. To MSUK standard.

IF IN DOUBT ASK!



(NCR Chapter 7, Appendix 13 Diagram 64a)

Materials and dimensions for all vehicles must comply with current regulations set out in the National Competition Rules. These regulations are available online at <https://www.motorsportuk.org/resource-centre/>

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 ASN National Competition Rules

The following Technical Regulations are mandatory for all vehicles competing at Club Trials events. Where there are Multiple regulations concerning any 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 always worn 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. For Patina trials Lap Belts are accepted via SR's.

T.C: BRAKES

T.C.1 Independently operated rear brakes are now permitted to be used on trials vehicles.

T.E: TRANSMISSION

T.E.1 The use of locked, locking axle differentials, limited-slip or torque-biasing axle differentials is only permitted in Class 2

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 SYSTEM

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 that are fitted with windscreens must be 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. If No windscreens are fitted, then safety goggles must be worn by all occupants. Recommended Visor Standard as per current NCR Chapter 9 Appendix 11. 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 MSUK Competitor's Yearbook.

IF IN DOUBT ASK!

Trials

Championship Scoring System

1. Results that count for the Championship table will be as follows:
 - a. Nine Round (or more) Championship – competitor will be allowed to drop lowest score.
 - b. Eight Round (or less) Championship – all rounds to count.
2. 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

3. If you retire you will be allocated the points for being last in class, IE, if five people in your class you would get 75 points.
4. All results will be posted within a week and a running championship table will be posted on the Club website every two months.
5. 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.
6. 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 MSUK regulations to be verbally or physically abusive and/or be insulting to competition officials including marshals.

Competitive Safari Events



ENTRY FEE FOR SAFARIS IS NOW £120

Please note that Competition Licence Holders WILL NOT RECEIVE COPIES OF THE Blue BOOK, this is now referred to as the National Competition Rules and are available at www.motorsportuk.org in the Resource Centre.

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

1. The Southern Counties Off Road Club Ltd (SCOR) will run a clubman's status competitive safari event.
2. The event will be open to fully paid-up members of SCOR and invited clubs.
3. This meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations" (Chapter 3, Appendix 10, Article 2.1) these Standing Regulations, any Supplementary Regulations (SR's) issued by the club and event notice board.
4. The event shall be run under a MSUK permit.
5. A vehicle may be entered with up to three 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 three drivers.
6. All drivers must possess a valid Road Traffic Act (RTA) driving licence as well as an appropriate MSUK competition licence and club membership card. **For the Purpose of the MSUK supported Junior Competitive Safari Trail, non-licensed drivers aged 14-17 are permitted.**
7. All passengers must be at least 16 years of age and produce an appropriate club membership card and Their RS LICENCE
8. All drivers and passengers must sign on prior to the start of the event, on penalty of exclusion.
9. All competing vehicles must comply with the MSUK Technical Regulations for cross-country vehicles.
10. Vehicle classes will be as follows:
 - a. Class A 4WD vehicles up to 2600cc, 4WD vehicles with Live axle, All Leaf Sprung, all 2WD and all Standard production.
 - b. Class B 4WD vehicles from 2601cc to 4000cc, any Diesel-Powered Vehicle of any Engine size.
 - c. Class C 4WD vehicles, over 4000cc. Independent Cars of any Engine size including UTV's.
11. 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 NCR Chapter 8, Appendix 4 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 may be awarded to affected competitors at the discretion of the Clerk of the Course. This must be requested before commencing the next lap.
29. Flags, where used by Marshals, must be obeyed as set out in the National Competition Rules.
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 MSUK rules, a large spill kit will be available in the pits. ALL COMPETITORS MUST HAVE A GROUND SHEET TO CONDUCT 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 one round, 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 Multiple regulations concerning any 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 NCR Chapter 8 Appendix 4 List 5. All 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 2 REAR BRAKE LIGHTS MUST FITTED AND WORKING
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. If No windscreens are fitted, then safety goggles must be worn by all occupants. Recommended Visor Standard as per current NCR Chapter 9 Appendix 11. Goggles must be clear. If a windscreen is broken whilst in competition goggles must be worn.

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 - NCR Chapter 20

S.M.2 Clean, fire resistant, overalls are always recommended.

S.M.3 FIRE EXTINGUISHERS, NCR Chapter 7 Appendix 6 REF APPROVED FIRE EXTINGUISHERS APPLIES

Roll Over Protection

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

Timing Caravan

The caravan is now used for Timing/Medical and Toilet facilities where others are unavailable. Each event will have a radio controller and all messages must be relayed through the RC.

Entries

Payment FOR SAFARIS CAN BE MADE ONLINE BY CARD AT TIME OF ENTRY, OR MONEY ON THE DAY Money must be in an envelope with driver's name and competition number on it. For 2025 all entries will be £120 for single and shared drive entries.

Entries on the day only under exceptional circumstances but an online entry form will have to be completed via the Alpha timing system. All Drivers and Passengers must be Signed on via Alpha and any SR's need to be acknowledged online.

SCOR Safari Championship Points System.

SCOR has traditionally run a club championship of around eight 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/Steward/Timekeeper at a safari will receive an average points allocation for that event. E.g., in a series of seven 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 MSUK 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).



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 may be 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.

**Always follow the Country Code.
Tread Lightly**

Child Protection Policy

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

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

The MSUK 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.

