

MIDDLE ENGLAND CLASSIC VEHICLE CLUB



Durham Dales L D T

10th March 2019

Marshal's Manual

Please Take Time To Read And Understand These

Instructions. If You Are Unsure Of Any Details, Ask Your Section Controller, Or Any Other Trial Official

Reporting Relationship

The Clerk of Course for this event is Bernie Pugh. The Chief Marshal is Davy Thompson. The Section Controllers are responsible to the Clerk of the Course and Chief Marshal, and ALL marshals are responsible to their Section Controller.

Authority

The Section Controller has authority over the affairs of the section, but subject to the instructions of the Clerk of the Course, the Chief Marshal or the civil authorities. In extreme circumstances the Section Controller has the authority to abandon the section. The Clerks of the Course will visit each section during the trial.

Scorecards

Scorecards must be filled in accurately and remain legible (soft pencil is recommended) and when completed handed to the closing car.

Running of the Section for Cars

Competitors are **NOT** allowed to walk the course unless specified in the road book. Competitors must align at least one front wheel with the start line. As soon as you are sure the track is clear give the instruction "Go in your own time". They have only **ONE** attempt to drive the section from a standing start.

Passengers (not applicable to bikes without sidecars)

Must be in the normal seated position during the trial, they are allowed to bounce up and down but when down must be normally seated. They are allowed to sit in the back of cars with rear seats but **not** sit on rear bodywork or spare wheels. They cannot get out and push!! At least one passenger must be carried throughout the trial and the number of passengers must not be varied during the trial. If they don't comply with these rules score them a FAIL or 12 if your section is sub-divided.

Types of Sections

There are 3 kinds of sections on this trial, the scorecard and instructions will signify which applies:

Not sub-divided – There are no numbered marker poles on the section. Competitors either score 6 for a FAIL or 0 for a clear.

Failure means either they were not able to leave the start line (please stop failures "digging holes" on start lines); or they rolled back; or stopped

somewhere along the course. They are **not** allowed to stop and start again (except at a designated restart) or receive outside help (until they have failed), or leave and rejoin the course with all four wheels having been outside the track.

Clear means they cleared the finish line with no problems. If there is a Restart (see instructions below) please allow for suspension travel when assessing “roll back”. There is **NO** penalty for hitting marker poles on the way up.

Sub-divided – there will be marker poles along the section and competitors receive the score they achieve, from 12 – 0. 12 is given if they fail to leave the start line or do not reach the 12 marker. Other scores are determined by looking **UP** the hill – for example if one front wheel has passed the 5 marker before the vehicle stops, the score is 4. A vehicle will be judged to have stopped when one front wheel has stopped rotating. Do not allow vehicles to spin wheels thereafter. The above rules for not sub-divided sections apply with regard to start, stopping, hitting poles etc.

Timed Observed Tests - you will be provided with details of the Observed test and you will require a stop-watch – please time to 0.1 of a second and record this on the scorecard. If a timed test is not carried out correctly mark FAIL on the scorecard. A FAIL will be recorded for:

1. Starting before the drop of a flag
2. Hitting a marker
3. Stopping other than as permitted or required in the Test Instructions
4. Over-running a line (unless the instruction is for “all wheels over the line”
5. Stopping short of a line
6. Being unable to complete the test as described.

Restarts

If your section has a restart, the following is also applicable. Restarts will be identified by a **box** marked with 4 white **R** boards on each corner. The first **R** board on the right hand side will include the colour identifications of the class groups (see above) required to do the restart.

1. There must be a flag marshal stationed at the restart.
2. If Restart is only for certain classes make sure the flag marshal knows whether the approaching competitor should stop or not. Start line marshal needs to communicate this.

3. Flag marshal holds flag out horizontally if the approaching vehicle is to stop at the restart
4. The vehicle can stop with either front wheels or rear wheels within the box. No wheels in the box is a FAIL
5. 2 to 5 seconds after the vehicle has stopped, flag marshal lifts the flag in the air to indicate to the driver to restart
6. Competitor has a maximum of 10 seconds to get going without rolling back. More than 10 seconds is a FAIL
7. Allow for suspension settle but any significant “roll back” will constitute a FAIL – the matchbox test applies, i.e. if an imaginary matchbox behind the competitors rear wheel would get crushed, its a FAIL. It is important to **BE CONSISTENT**
8. If the restart is on a sub-divide section – a FAIL is scored as the value of the next marker beyond where the vehicle’s front wheels stopped. If the restart is on a NOT Sub-divided section – a FAIL is scored as 6 points

CLASSES AND IDENTIFICATION COLOURS USED ON SECTIONS

Class Number	Colour
OA, OB	Green
1 and 2	Blue
3, 4 and 5	White
6 and 7	Yellow
8	Red
Motorcycles A, B, C, D, X,	No Colour – Motorcycle symbol

The competitor’s cars should also have the relevant coloured disk clearly visible.

Marshals Instructions for Bikes

Types of Sections

There are 3 kinds of sections on this trial for bikes. **Not sub-divided, Sub-divided and Timed Observed Tests.**

The description for these sections is exactly the same for bikes as detailed for cars previously.

Running of the Section for Bikes Competitors are **NOT** allowed to walk the section unless specified in the Road Book.

Competitors must align the centre line of their front wheel with the Start Line. As soon as you are sure the section is clear give the instruction "Go in your own time". They have only **ONE** attempt to ride the section from the standing start. Competitors are allowed to dab or foot (place one or two feet on the ground) within 3 metres of the Start Line. A discreet, small white post will be positioned on the right hand side of the section to judge this. Any competitor footing or dabbing outside this distance will be judged to have **FAILED** the section up to that point and will either be scored to the next numbered marker on a Sub-divided section or a 6 on a Not Sub-divided Section.

Restart

If your section has a Restart for bikes it will be indicated with a Bike symbol fixed to the first marker post on the right hand side of the Restart box.

1. The competitor should ride into the Restart box and come to a halt with either or both front or rear wheels (wheel spindles) in the box. Sliding back is permissible as long as the front or rear wheel spindle remains in the box.
2. The Restart marshal should drop the flag as soon as the competitor is stationary as bikes (especially pre65's) can easily slide back on slippery Restarts.
3. On the drop of the flag the competitor should proceed forward (no rolling back after the flag is dropped) and is allowed to foot or dab within 3 metres of the Restart box. A discreet small white post will be positioned on the right hand side of the section to judge this. It is important to be consistent with observations
4. If the Restart is on a Sub-divided Section a FAIL is scored as the value of the next marker beyond the Fail point. If the Restart is on a Not Sub-divided section a Fail is scored as 6.

Timed Observed Test

Competitors will be provided with the requirements for the Observed Test. The instructions for running the Observed Test are identical to those for Cars

detailed previously *with this addition:-*

Competitors are allowed to foot or dab throughout the Special Test.