

# JAGUAR CLUBS OF NORTH AMERICA, INC.

## RALLY PROGRAM MANUAL

### 1. Chapter 1 –JCNA Rally Program Description and General Rules

1.1. Introduction RALLYING is a safe, enjoyable but exacting motor sport that fully puts to the test your Jaguar's reliability and responsiveness, a driver's ability to follow instructions, and a navigator's accuracy in interpreting route instructions. Above all a club rally is not a race, and participants are still subject to local speed limits and traffic laws. Please erase all pre-conceived images, both real and fictitious, that these rallies are actually **RACES**. The North American Championship Rally Program complements the existing North American Championship Concours Slalom Programs, and driving events organized by individual clubs. The intent of the JCNA North American Championship Rally Program is to introduce members and their families to another safe form of motorsport that they can actively participate in and enjoy with any model of Jaguar Motorcar.

1.1.1. A rally under JCNA rules is a competition in which cars individually leave a pre-designated point at an individual starting time, and are instructed to accurately travel from point to point while maintaining specific rates of speed along this route until they reach the finish, where all participants "rally." The winner is the team who has most exactly negotiated the route with the least amount of timing error at checkpoints and at the finish. To be a rally winner requires both driving and navigational skills, but it is not so complicated that everyone, win or lose, can not fail to have a great day.

1.1.2. Any JCNA club member can enjoy rallying at any level of proficiency or seriousness of intent. A driver/navigator team may run a rally competitively or treat it as a pleasant day's scenic motoring ending with the camaraderie of their fellow club members at the finish. All you need, at a minimum, is a car in good running order with a working speedometer, and an accurate clock with a seconds display. An accurate stop watch and a four function calculator is recommended. The JCNA Rally program includes a Novice competition that allows new-comers to compete only against each other for their first two (2) competition years in order to increase participation in the program overall.

1.1.3. The whole idea for having a standardized JCNA rally program is to have each participating jaguar club set up and run a rally, following standard guidelines that will ensure everyone is competing on equal ground.

1.1.4. This Rally Program Manual is intended to provide members and clubs with **the rules for the JCNA North American Rally Program**, including how members can pleasantly participate, become competitive, and win rallies. It also provides guidelines and rules for planning and conducting rallies for the enjoyment of club members that will qualify them for North American Rally Championship points.

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- 1.2. History of Jaguar Rallying - Many JCNA clubs have been putting on Time-Speed-Distance (TSD) rallies since the 1950s for the enjoyment of their members and friends. Some of these have been for short distances and some have been long. Almost all have been Saturday or Sunday events over scenic and uncrowded routes of from 70 to 125 miles in length that could be negotiated within 2 to 3 hours. Most often, clubs have the rally end at a public place where their monthly club meeting can be combined with the rally awards presentation for maximum attendance.
- 1.2.1. On a more global basis, from participation in competitive rallies in Europe, such as the Alpine Rally, Jaguar has a long and storied tradition of rally victory. From the days of Mr. Ian Appleyard and his spouse, the daughter of Sir William Lyons, winning numerous rallies in Europe in their XK120 registered as NUB120, Jaguar owners have proven their machines and personal motoring skills have been capable of holding off the best. Before the days of plentiful dedicated racing facilities, races were run on existing highways, such as the Targa Florio and the Mille Miglia. Safety concerns and the eventual construction of more dedicated racing facilities led to the creation and growth of road rallying to permit safer ways to conduct driving competitions over existing highways. JCNA seeks to maintain this tradition with this rally program.
- 1.3. Rally Program Divisions, Rules, and Scoring- Two Divisions of rally competition exist within JCNA – Monte Carlo and Time – Speed – Distance (TSD). There are also four classes within each Division, depending on the level of instrumentation that is available to each rally team and whether the team is competing in one of the Novice classes. Any of the classes in a Division may run in a single rally, but the rally is designated either a Monte Carlo or Time Speed Distance division event beforehand.
- 1.3.1. Competition in each Division involves arriving at checkpoints at an ideal arrival time, however each differ mainly in the information provided to the teams. In both Divisions, an ideal time for each portion, or 'stage', of the rally was determined by the organizer, or rally master, prior to the event. This ideal time is equal to the time required to cover the route at average legal speeds. Each entrant's deviation, early or late, from ideal time is measured and totaled for each stage of the entire rally. Lowest total deviation for the entire rally determines the order of finish for the event.
- In Monte Carlo rallies, the endpoints and arrival times are provided, but the route is not. You must determine the route only from maps provided by the rallymaster. Due to uncertainty of route required, an area where each team is allowed to 'stand-off' is allowed within sight of the 'checkpoint' at the end of each stage. The checkpoint is where stage

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times for each entry are recorded for the competition. You are only judged for being on time at the checkpoints, and no point in between.

- In Time-Speed-Distance rallies, the endpoints, exact routes, and average speeds to travel are provided, but the ideal arrival times are not. Your navigator must determine the ideal arrival time from the speeds times the distance for each speed change during the stage. Each rally car containing a driver and navigator team is expected to be on course and on time all the way along the rally route.
- 1.3.2. All vehicles shall be "road equipped", defined as licensed and safety inspected, as required by any applicable sections of the state vehicle code.
  - 1.3.3. For JCNA sanctioning and inclusion in the JCNA Rally championship program, the rally must conform to the requirements of Chapter 7, and all other applicable rules contained in this Rally Program Manual.
  - 1.3.4. All entries, **RALLY TEAMS, MUST CONSIST OF TWO (2) PERSONS.** A "NAVIGATOR" and a duly licensed "DRIVER".
  - 1.3.5. In the interest of safety, a maximum error of five (5) minutes, or three hundred (300) seconds, per leg has been established for all types of JCNA rally competition.
  - 1.3.6. The Rally Master may recommend, but not require, certain items of emergency equipment to be carried in each participating car. These items are for example: tow rope, flares, jumper cables, and an automobile first aid kit. The requirement of emergency equipment is dependent on the rally length, time of day and remoteness of the route from available services.

### 1.4. Monte Carlo Rally Program Description and Rules -

- 1.4.1. During registration, a packet containing general instructions, route instructions containing the endpoints and ideal arrival times, and the **only** maps which are allowed to be used during the event. The General Instructions are the overall rules for the rally, and describe the scoring system, any signage or marking of checkpoints, how checkpoint times will be determined, placement of car numbers, details of the odometer check to calibrate your car's odometer to the distance measurements in the instructions, and the intervals between cars.
- 1.4.2. You may, at the discretion of the Rally Master be given one of two types of maps: (1) a general map of the regional area showing the entire rally

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area or (2) a series of strip maps. The strip maps show the surrounding area, each Checkpoint and Standoff.

- 1.4.3. Except for small areas, the entire preferred route chosen by the Rally Master is represented on the strip maps. Depending on the total distance of the rally will, in turn, dictate the use of one general, overall regional map and strip maps. Under normal JCNA rally distances, strip maps are all that will be issued to participating Teams. The preferred route map(s) will be posted at rally control at the finish of the rally, not before.
- 1.4.4. Monte Carlo Rally checkpoints consist of a Standoff, and a timing marker designated a checkpoint. As the Teams approach a Checkpoint, the first thing they will encounter will be the Standoff. A sign with the legend STANDOFF painted on it will identify this point.
- 1.4.5. When Checkpoints are operated during the hours of darkness a flashing light will mark the timing marker point.
- 1.4.6. If mileage is given in the route instructions, they may refer to either the Checkpoint or the Standoff point, as specified in the route instructions.
- 1.4.7. If the Team is early and does not wish to proceed directly to the Checkpoint, they may remain (up course) of this sign until they believe it is time to proceed to the in point. Once a Team has passed the Standoff sign, they MUST proceed to the Checkpoint without stopping or weaving.
- 1.4.8. Walking from the Standoff to the In MARKER, Checkpoint is NOT permitted.
- 1.4.9. Teams will be under observation by Rally personnel at both the Standoff and the Checkpoints during transit. Infractions of the stopping or weaving rule will result in the Team being judged "IN" at that checkpoint at the time of the infraction.
- 1.4.10. If at any time the Team should encounter a red octagonal STOP sign intended to control your travel between the Standoff and the Checkpoint, the rolling stop or momentary pause will be permitted so as not to obstruct the law. However, should this occur, the Team will be under observation by the checkpoint workers and any pause of a duration deemed longer than necessary will be counted as the IN time for that checkpoint.
- 1.4.11. The checkpoint, which will be visible from the Standoff point, will be identified by a timing point sign or marker as described in the General Instructions provided at registration. As the team's car passes the timing marker, they will be timed 'IN' as the front wheels cross the In MARKER. Timing will be to the nearest second, or 1/100th minute.

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1.4.12. **DO NOT DWELL AT THE IN MARKER.** Once the Team has its IN time, the Team is free to proceed to the next Checkpoint or pull into a parking area for a break, as designated in the instructions.

1.4.13. Stage timing will be independent of later stages. That is, time late/early on one leg between checkpoints will not be carried forward; time for each leg is independent of the other leg.

### 1.5. Time – Speed – Distance (TSD) Program Rules -

1.5.1. During registration, each team is given a set of General Instructions (GI's) that are to be adhered to and exactly followed. These are the overall rules for the rally, and describe the scoring system, any signage or marking of checkpoints, how checkpoint times will be determined, placement of car numbers, details of the odometer check to calibrate your car's odometer to the distance measurements in the instructions, and the intervals between cars.

1.5.2. - Just before the start, the 'step by step' Route Instructions (RI's) for following the precise rally route, including any pauses, or comfort breaks, are provided by the Rally master. All changes of roadways are described, with landmarks preceding all such changes.

1.5.3. Average speeds to be maintained over the entire rally stage, and any such speed changes are also provided, however ideal stage end arrival times may only be provided in the RI's to Novice level entrants, at the discretion of the rallymaster. RI's for non-Novice teams must not include the ideal stage end arrival times in the RI's. Intermediate reference times may be provided to all entrants at the discretion of the rally master, based on his determination of the relative difficulty of the route and experience of the competing teams.

1.5.4. Each rally car containing a driver and navigator team is expected to be on course and on time all the way along the rally route.

1.5.5. Checkpoints will be identified by a timing point sign or marker as described in the General Instructions provided at registration, and further described in the Route Instructions. When Checkpoints are operated during the hours of darkness, a flashing light will mark the IN point.

1.5.6. Hidden checkpoints are permitted in scoring used for JCNA Rally Championship scoring during JCNA TSD rallies. Passage checkpoints, where entrant does not stop as the checkpoint is passed, are also permitted. No times will be provided by workers at these checkpoints.

1.5.7. Once a Team has come within visible sight of the checkpoint, whether on foot or by car, they MUST precede to the checkpoint timing marker

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without stopping or weaving. Infractions of the stopping or weaving rule will result in the Team being judged "IN" at that checkpoint at the time of the infraction.

- 1.5.8. If at any time the Team should encounter a red octagonal STOP sign intended to control your travel between your first sighting of the Checkpoint and the timing marker, the rolling stop or momentary pause will be permitted so as not to obstruct the law. However, should this occur, the Team will be under observation by the checkpoint workers and any pause of a duration deemed longer than necessary will be counted as the "IN" time for that checkpoint.
- 1.5.9. As the Teams car passes the timing marker they will be timed IN as the front wheels cross the In MARKER. Timing will be to the nearest second, or 1/100th minute.
- 1.5.10. **DO NOT DWELL AT THE IN MARKER.** Once the Team has its IN time, the Team is free to proceed to the next Checkpoint or pull into a parking area for a break, as designated in the route instructions.
- 1.5.11. Stage timing will be independent of later stages. That is, time late/early on one leg between checkpoints will not be carried forward; time for each leg is independent of the other leg.

JCNA Rally Championship Scoring System - A North American championship competition in rally events is maintained by JCNA, and described in more detail in Chapter 7 of this program manual. A number of points is earned for each place in a JCNA sanctioned rally event. There is no limit on the number of events a team may participate in during any calendar year.