

NORDIC CARAMBA RULES (NCR), valid from 1 January 2006

A. GENERAL INFORMATION

Section 1:

The competitor must be a participant of the meet during which the competition takes places. The competition committee of the host country can grant exceptions to this for good reasons.

Section 2:

The competition contains series for both men and women. Competing in the junior class is allowed until one reaches 25 years of age. In team competitions, teams may have a maximum of 3 drivers / team. The two best times in each round are counted as the team's time.

Section 3:

Participants must be registered for the competition 14 days before the beginning of the meet at the latest. One woman, one man and one junior substitute competitor can be registered for the Nordic Championship.

Section 4:

A combination consists of a tow car (chosen freely by the driver, no four wheel drives) and a caravan model shared by all competitors (caravans). The caravan must be 2.05 – 2.35 m wide and 6.00 – 7.20 m long (single axle). The tow bar of the caravan must be such that it allows the car bumper to hit the V-shaped tow bar without having the car touch the front box or chassis of the caravan. The turning radius must be the same in each direction. The brake of the caravan must be locked in free state so that the bumper brake does not work. The competition caravans must be insured and the host country is responsible for the deductible.

Section 5:

The competition consists of two rounds, each of which contains three Caramba patterns and a separately marked starting point and finish line. The starting point and finish line are marked with two cones placed at a distance of 1 G from each other. There must be a line between the cones. The course must have an asphalt or concrete surface. The cones must be of a lower variety (45 – 60 cm in height).

Section 6:

Each team must have the opportunity to practice with the combination used for the competition for 7 minutes / competitor. The time can be divided freely between the competitors and it is counted from the actual time spent driving on the course. The team leaders meet the day before the practice runs and draw lots to decide the practice times.

The lots will be drawn as follows:

1. Starting order between teams.

An envelope is made for each team containing the names of all participants. Lots are then drawn to decide the starting order.

2. Personal starting order.

One starter is drawn from team 1, with the starting number 1, then another starter is drawn from team 2, with the starting number 2, etc. until one starter has been drawn from each team. Then the cycle continues until all participants have their starting number. In the Nordic Championship competition, the personal starting order within teams is based on the results of the qualifying competitions. The order must be such that the best competitor starts last, the second best second to last, etc.

3. Starting order in the second round.

The starting order of the second round is based on the times clocked in the first round. The competitor with the worst time starts first and the competitor with the best time starts last. If the total times are tied, the order is decided by driving time, and when the driving time and penalties are equal, the competitor with the higher starting number goes first.

Section 7:

Lots for the course patterns are drawn at a meeting of the team leaders held after the practice runs. The lots will be drawn as follows:

1. All approved patterns are included in the pool.
2. Six patterns are drawn by the management of the competition.
3. If a drawn pattern is unsuitable for the course in question, it is set aside and a new one is drawn in its stead.
4. The patterns can be driven as mirror images if required.
5. The competition director and the team leaders create the course together using these six patterns and decide on maximum time limits for all the different series. The course maker decides how the competitors must drive when exiting a pattern.
6. Announcing the starting order and the course.
7. The starting order list and a drawing of the course must be distributed to the competitors four hours before the beginning of the competition at the latest.

Section 8:

Each country must bring a team leader and two course referees. A driver can also serve as a course referee. However, a driver cannot also be a course referee in the Nordic Championship competition. The host country designates a head referee and two timekeepers. The head referee judges all competitors and keeps a referee's log. The timekeepers check the car for possible damages before the start and again at the finish line.

Section 9:

The course referees, equipped with whistles, monitor every run. The referees work in pairs at the patterns, one on each side of the combination. They must keep the whistle in their mouths throughout the run. The difficulty level of the pattern determines the number of referees at that pattern.

The course referees can be changed during the competition.

The timekeepers help with the starts and at the finish line.

Section 10:

The competitors and officials' walk-through of the course must begin early enough so that the competition may begin at the announced time.

Section 11:

The competitors also participate in a separate style competition. The competitor with the lowest penalty score is the winner, provided that their driving time is not worse than the average driving time of the three best competitors +15%. In the event that two competitors have the same penalty score, the competitor with the faster driving time is the winner.

Section 12:

The team leader has the right to protest. The protest must be presented in writing and submitted to the organisers of the competition 10 minutes after the competitor in question has crossed the finish line at the latest. The protest is handled by a panel of judges that includes the head referee and the team leaders. The processing of the protest must begin immediately after the round in question is over.

Section 13:

The competition organiser must deliver starting order lists and course drawings so that there are enough of them for all audience members.

Section 14:

There must be toilets for drivers and audience members at the competition site.

Section 15:

A meeting is held after the Nordic Championship that is attended by the President of the Nordic Caravan Council (NCC), Caramba leaders, the head referee, team leaders and one competitor from each country. Issues that come up during the competition are discussed at this meeting.

Section 16:

The competition director can make changes to Sections 6–8 and 14 if conditions so require.

Section 17:

The Caramba patterns are attached to this document.

B. THE RUN

Section 1:

Manual timekeeping:

The front wheels of the car are on the starting line. The driver sits in the car with the engine running and in gear.

The car must be stationary at the start.

The starter's flag is on the windshield and the run starts with the command Ready – Set – GO (Paikoillanne – Valmiina – AJA).

The timing begins with the word GO (AJA) and the flag is lifted off the windshield.

Automatic timekeeping:

A line is drawn approximately one metre behind the starting point (timekeeping).

The front wheels of the car must be on the line or max. 15 cm behind it.

The run starts with the command Ready – Set – GO (Paikoillanne – Valmiina – AJA).

The timekeeping begins when the car passes the photocell. One false start is permitted, but if there is a second false start, the driver is disqualified.

Section 2:

The side windows must be kept open. The driver may open the driver-side door so that he/she can see out of it. Other doors may not be opened. No part of the driver's body can touch the ground. If this happens, the driver is disqualified.

Section 3:

The car must be equipped with legal towing mirrors intended for driving a combination (the general standard for caravan towing mirrors).

Section 4:

Turning the caravan over during the competition results in disqualification. Turning contact and driving outside of the course also result in disqualification. Turning contact between car and caravan is judged by the head referee after the run. Disqualification only occurs if the car or the caravan is visibly damaged.

Section 5:

In the event that a cone is touched, a course referee will blow the whistle. This means that the competitor must either drive out of the pattern or reverse out of the pattern and begin the pattern again. A 30 second penalty is added to the competitor's time for each cone touched.

Section 6:

If the combination has not crossed the line of the pattern, the course referee must notify the driver of the matter by saying LINE (LINJA) to the driver. This happens immediately after the driving direction has changed. The competitor must then pass the line and a 5 second penalty is added to his/her time.

Section 7:

Location of the finish line.

With automatic timekeeping, the clock is stopped when the nose of the car cuts off the photocell. With manual timekeeping, the clock stops when the nose of the car crosses the finish line. There is one timekeeper on each side of the finish line. The driver stops the car so that the finish line is between the car's front and rear tires and the engine is on. There is no need to pull the handbrake. However, there is no penalty for pulling the handbrake or turning off the engine. If the driver crosses the finish line with the car's rear tires, a 30 second penalty is added to his/her time.

After finishing, the driver awaits permission from the head referee to drive off.

Section 8:

The head referee monitors the competitors on the course. After each run, the head referee hears from the course referees and announces the driving time and the penalty time accumulated by the driver to the secretaries who calculate the results. The total time of each run is announced before the next start. The timing is accurate down to 1/100 of a second. At the starts of the second round, the drivers must be notified of the time they need to beat to take the lead.

(From position 1 – 6).

The drivers are presented to the audience before the start of the second round.

Section 9:

If a driver drives the course wrong, drives the patterns in the wrong order or drives one pattern wrong and begins to drive on another, the head referee interrupts the run and the driver is disqualified. In the event that a course referee makes an error that disrupts the driver's run, the head referee will immediately stop the run and the driver gets to restart it. If, on the restarted run, the driver receives fewer penalty points in the pattern/patterns that he/she completed in the first run before it was interrupted, the penalty score of the first run stays in effect. However, if the driver receives more penalty points in the pattern/patterns he/she completed in the first run, the penalty points of the restarted run stay in effect. The penalty points are judged separately for each pattern.

Section 10:

The head referee judges all competitors during the competition. In special cases, the head referee can be replaced during the competition, provided that a majority of team leaders demand it.

Section 11:

No penalty points are given to the driver if his/her engine goes out.

Section 12:

Unsportsmanlike driving (e.g., throwing dirt around, braking, screeching tires) between the parking area and the start/finish areas results in a 30 second penalty, as judged by the head referee.

C. PENALTY TIME:

1. Correction: 5 second penalty / correction
2. Line not crossed: 5 second penalty / infraction
3. Making marks on the course: 10 second penalty / infraction
4. Braking with wheels locked: 10 second penalty / infraction
5. Skidding: 10 second penalty / infraction
6. Touching a cone: 30 second penalty / cone
7. Unsportsmanlike driving: 30 second penalty

ATTACHMENT: Caramba patterns 01 January 2006

D. APPLYING NORDIC CARAMBA CHAMPIONSHIP RULES IN FINNISH CARAMBA CHAMPIONSHIPS

Finnish Caramba championship competitions adhere to the rules of the Nordic Caramba Championship with the following exceptions:

Section 1:

The participants must be announced in writing to the given address before the given deadline.

Section 2:

The competitors have the opportunity to practice with the combination for 5 minutes / competitor.

Section 3:

The start order and course patterns are drawn beforehand and the course drawings are distributed to the competitors at the roll call.

Section 4:

The three best male competitors will represent Finland in the Nordic Caramba Championship. If one or more of them cannot participate, the competition director of the Finnish Championship and the team leader of the Finnish Nordic Championship team decide on a substitute. They will also decide on sending possible junior and woman competitors to the Nordic Caramba Championship.

Section 5:

The competition caravans are insured by the union. In case of accidents, the competitor in question is responsible for the deductible.

Section 6:

The challenge trophy is won by four (4) total wins or three (3) consecutive wins.

E. CARAMBA CUP RULES

Section 1:

The Caramba Cup consists of four (4) competitions.

Section 2:

The competitions adhere to the rules of the Nordic Caramba Championship and Finnish Caramba Championship with the following exceptions:

- a) the number of possible patterns in each competition is 10
- b) the patterns are exchanged so that all patterns are possible during the Caramba Cup
- c) the possible patterns for each competition are announced in the Caravan magazine before the first competition

Section 3:

The competition director / course master is a member of the safety committee or a person selected by the safety committee.

Section 4:

Signing up for each competition takes place at the competition site.

Section 5:

Competitors are awarded Cup points for each competition as follows:

1. = 20 p
2. = 15 p
3. = 12 p
4. = 9 p
5. = 7 p
6. = 5 p
7. = 4 p
8. = 3 p
9. = 2 p
10. = 1 p

Section 6:

The three (3) best competitions of each competitor count towards their final result.

Section 7:

The winner of the Cup is the competitor with the most Cup points.

Possible ties are broken by:

- a) lowest penalty score
- b) if penalty scores are equal, the winner is decided by the best total time in the first Cup competition the competitors in question participated in

Section 8:

There is no separate style award in the Caramba Cup.

Section 9:

The challenge trophy is won by four (4) total wins or three (3) consecutive wins.