

The Poppy Rally

20th – 22nd March 2009

Supplementary Regulations I - ANNOUNCEMENT

The Poppy Rally will be organised by Classic Rally Association Events Ltd, in association with the Ieper Rally Retro Organisation as a Historic Regularity Rally. These Supplementary Regulations, together with any Official Bulletins and other Official Instructions, which may be issued, will form the Event Regulations.

VISA No. TBA has been issued

PLEASE NOTE: all motor sport is potentially dangerous. The Poppy Rally uses roads, tracks and other areas intended to present those taking part with a driving challenge. Under certain conditions the route may be hazardous. Competitors should not enter unless they accept that there is an element of risk to themselves and their car. The onus is on the competitor to drive carefully and safely at all times. The organisers or their representatives accept no responsibility whatsoever for any accident or injury befalling competitors, and do not undertake to provide rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form and at Documentation.

II - PROVISIONAL PROGRAMME

Monday 5 th January 2009	Entries Open
Friday 6 th March 2009	Entries Close
Monday 9 th March 2009	Official Entry List Published
Friday 20 th June 2009	18:00 – 21:00 – Scrutineering 18:15 – 21:30 – Documentation
Saturday 21 st March 2009	09:30 – Rally Start – Boezinge
Saturday 21 st March 2009	Overnight Halt – Ieper
Sunday 22 nd March 2009	Restart – 09:00 – Ieper Rally Finish – 13:30 Ieper 15:30 – Publication of Provisional Results 17:30 – Prize Giving Dinner, Cloth Hall

OFFICIAL NOTICE BOARD

From 18:00 Friday 20th to 09:00 Sunday 22nd March – Hotel Novotel, Ieper
From 12:00 to 17:00 Sunday 22nd March – Hotel Ariane, Ieper

III - ORGANISATION

Article 1: Organisation

Classic Rally Association Events Ltd
PO Box 633 NEWPORT NP20 5ZX Great Britain
Tel +44(0)1633 26 33 66 mail@ClassicRally.org.uk www.ClassicRally.org.uk

1.1 - Event Officials

Event Director
Advisers

Jeremy Dickson
Luc Depuydt
Marcel Ampen

Clerk of the Course	George Mullins
Steward	TBA
Scrutineer	Gerry Brown
Results Officer	Chris Bruce
Timekeeper	Lee Vincent

IV - GENERAL CONDITIONS

Article 2: Format of the Event

2.1 - Event Structure - The rally will cover a total distance of approximately 550 km, mainly on tarmac roads open to the public. Some broken tarmac and relatively smooth gravel surfaces may be included. The event will include Regularity Sections and Special Tests of driver skill and judgement. Some of the Regularity Sections will be wholly on public roads and some wholly or partially on private land. The Special Tests will take place at motor racing circuits, car parks or similar locations. Each day will be designated a Leg and any meal break during a Leg may be designated a Rest Halt. Throughout the rally, the maximum required average speed on public road sections other than major trunk routes will be 49 kph.

2.2 - Route Instructions – All competitors will receive pre marked maps for the majority of the route. These will occasionally be supplemented by tulip style route instructions covering short sections of route. **Competitors are not allowed to use printed information from any source other than the information issued by the organisers and the maps listed on the Official Map List (see Appendix 2). These maps must be used at their original scale, enlargements are not permitted.** i.e. The use of “large scale” maps and information downloaded from the internet is not allowed. The organisers pre marked maps and information regarding regularity sections and special tests will generally be issued 30 minutes before a competitors due start time for that Leg. The route, control locations and time allowances will be described in the route instructions, which may be altered by Official Bulletin.

2.3 - Rally Headquarters – A Rally HQ with an administrative office will be established at the start and in hotels at overnight halts and at the finish. Full details will be given in the Route Book. Competitors must contact the administrative office in the event of their being involved in an accident or incident (see Article 9.9), or their withdrawal from the rally (see Article 9.10).

Article 3: Eligible Competitors

3.1 - The event is open to crews of two, three or four people subject to the seating capacity of the car. The same crew members must remain with the car throughout the event. One member of the crew must be at least 18 years of age. This person will be considered to be the first named driver. If any members of the crew are under 18 they must have their entry countersigned by a parent or guardian.

3.2 - All competitors must be current members of the Classic Rally Association and submission of an entry form will be considered as an application to join. A competition licence is not required but first named drivers of each crew should be able to satisfy the organisers of their driving experience and suitability to take part in the event.

3.3 - By submitting an application to enter the rally, all competitors agree to abide by the Event Regulations, not only to the letter but also in the spirit. A keen awareness of period must form the basis on which competitors prepare their cars and behave on the rally, reflecting always consideration for others and the highest standards of sportsmanship. Any incorrect, fraudulent or unsporting action by a competitor will incur penalties up to exclusion from the event and the fine of a sum to be determined by the Clerk of the Course.

Competitor failing to abide by the spirit of the Regulations

*Start Refused /
1 minute up to exclusion*

Any incorrect, fraudulent or unsporting action by a competitor

*Start Refused /
1 minute up to exclusion*

Article 4: Eligible Vehicles

4.1 - All vehicles must at the date of scrutineering and for the duration of the event be road-legal. They must be safe, roadworthy and must be presented in a condition which reflects credit on the event. Bodywork damage (including any incurred during the event), visible rust or corrosion may be penalised.

*Car in unsafe or unroadworthy condition
Bodywork damage, visible rust or corrosion*

*Start Refused / Exclusion
Start Refused /
1 minute up to exclusion*

4.2 - All vehicles must be of a model manufactured prior to 31/12/1981. All vehicles must comply with the following technical regulations for the event and the relevant local vehicle regulations. Neither previous acceptance on other rallies nor any kind of historic vehicle identity documents can be used to alter this requirement, which may only be varied by the Organisers at their discretion (see Article 4.6). Estate cars and car-derived vans may also be proposed for entry.

Breach of vehicle eligibility requirements

*Start Refused /
1 minute up to exclusion*

4.3 - In the Event Regulations the words 'standard' and 'original' will mean conforming to the standard specification established by the car manufacturer at the time of original volume production. The term 'period' refers to the period of time when the car was a current production model. The word 'model' refers to all variants of the same family of cars and the phrase 'model variant' is used to denote each variation. The word 'homologated' refers to a specification for the model variant entered which was ratified for use in European Championship rallies within period.

4.4 - The entry will be split into classes. Classes will be structured according to the entries received in order to offer the best sporting challenge to the greatest number of competitors. The provisional list of classes is as follows:

Class 1	Pre 62 (type) Saloons (all) and Sports up to 1600cc
Class 2	Pre 62 (type) Sports over 1600cc
Class 3	Saloons and Sports 62-68 (type) up to 1300cc
Class 4	Saloons 62-68 (type) over 1300cc
Class 5	Sports 62-68 (type) over 1300cc
Class 6	Saloons and Sports post 1968

a) The organisers reserve the sole right to determine: the class of each entry, the demarcation of models and model variants and their status as saloon or sports cars (which need not reflect period practice). The final class structure will be confirmed in the Official Entry List.

b) The engine capacity of cars with forced induction will be considered to be increased by one third.

4.5 - Each and every component used on an entered car must be identical in every way to a component on public sale within period, except for specific non-period items permitted in these Regulations. Cars fitted with prohibited non-period components or otherwise found not to conform to the Event Regulations may be refused permission to start, incur a penalty determined by the Clerk of the Course, placed in another class or in exceptional circumstances be placed in the Class not eligible for overall awards. No entry fees will be refunded nor any other expenses reimbursed to competitors who are refused permission to start.

Car not conforming to these Regulations

*Start Refused /
Class Transfer*

4.6 - All cars must be equipped with the following safety items:

a) A hand-held fire extinguisher of at least 1.75 litres AFFF or alternatively 2 extinguishers of 0.9 litres AFFF securely mounted inside the car within easy reach of both front-seat crewmembers. If the car is fitted with a plumbed-in system, an additional hand-held extinguisher must be carried so that assistance can be offered to other competitors. No other extinguishant is permitted.

b) First aid kit, warning triangle and towrope

Car lacking required safety equipment

Start Refused

Breach of vehicle technical regulations

*Start Refused /
1 minute up to exclusion*

Article 5: Entry Requirements & Fees

5.1 - Entrants in the Poppy Rally must ensure that a fully completed and signed entry form (not a faxed copy), together with the appropriate fee, arrives at the CRA Rally Office before the closing date for entries given in II Provisional Programme, or before if an earlier closing date is advised due to over subscription. The first-named driver, who is responsible for ensuring that the car complies with the Event Regulations, must make entries. In signing the entry form, entrants agree to the conditions of the indemnity contained on the entry form. All crewmembers will be required to sign the indemnity at Documentation

*False declaration on entry form
Non-payment of entry fees*

*Exclusion
Start Refused*

5.2 - All entries will be strictly by invitation only and in returning a completed entry form competitors are proposing themselves for invitation. Entries are received on the basis that an official notice of acceptance or refusal will be given on or before publication of the Official Entry List. Pending this notification each entry remains provisional and acceptance of the entry fee will not be regarded as confirmation of acceptance of the entry.

5.3 - If the event is cancelled, all entry fees less 20% OF THE TOTAL ENTRY FEE PAYABLE will be refunded.

5.4 - By agreement with the Organisers, the entrant may change crewmembers from those declared on the entry form before the closing date for entries. Any car or crew changes after the closing date for entries must be proposed to the Rally Office in writing.

5.5 - Team entries will be accepted for any three cars. One car may be in different teams but the same three cars may not be entered as more than one team. Team entries will be accepted at the Rally HQ up to 09:00, Saturday 21st March 2009.

5.6 - The Organisers will publish provisional entry lists that must be checked for accuracy by all competitors. Competitors should further check the published Official Entry List (which will give the final class structure) and the entry list posted before the start. The Organisers cannot accept responsibility for any errors or omissions after this time.

5.7 - Entry Fees, The standard entry fee of £750 may either be paid in full or alternatively, a deposit of £100 may be made and a further £650 is then payable by 16th February 2009. In the event of a third party imposing levies of any type to allow the event to take place that were not originally budgeted for we reserve the right to surcharge the entry fee up to a maximum of 10%. These entry fees are based on an exchange rate of £1 = €1.09 and changes to this rate may amend the entry fee.

The entry fee includes accommodation for two people in a twin room for two nights, evening meals for two nights, lunch on two days, assistance by the official support crews, rally plates for the front and rear of the car, tickets to the prize giving.

5.8 - Should the entry be oversubscribed, a date will be given after which only entries paid in full will be accepted. Competitors who have paid a deposit may be required to pay the balance by that date in order to retain the right to propose themselves for entry.

5.9 - Entry fees will be refunded to any applicant whose entry is not accepted. Fees will also be refunded (less £100) if an entry is withdrawn in writing before 1st March 2009. Entry fees will not be refunded for withdrawal after this date.

Article 6: Insurance

6.1 - It is the responsibility of competitors to arrange valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on the public road. The name of the Insurance Company and Policy Number must be provided at the Documentation check. Competitors are strongly recommended to take out personal accident insurance and 'get-you-home' rescue cover.

6.2 - Standard motor policies commonly exclude use for 'racing, pace making, reliability trials, speed testing or rallies'. Competitors may be able to obtain an extension of their policies to cover the event on application to their insurance company or broker.

Article 7: Supplements to the Regulations

7.1 - The Organisers reserve the right to change at any time by Official Bulletin the provisions of these Regulations and any other Official Instruction, in order to ensure the proper running of the event. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or his Deputy. These bulletins may be sent to competitors prior to the event, posted in Rally Headquarters on the Official Notice Board or directly communicated to competitors on the route at any point that all participants are required to visit. Competitors must acknowledge receipt of bulletins issued during the running of the event by signature unless this is materially impossible.

Article 8: Application and Interpretation of the Regulations

8.1 - All Rally Officials will be identified by badges and will be considered Judges of Fact for the purpose of ensuring compliance by competitors with any provision of the Event Regulations during the rally. Discourtesy, rudeness, threatening or intimidating behaviour towards any rally official or rally marshal will be punishable at the discretion of the Clerk of the Course. Any act of physical violence by a competitor towards a rally official will result in the instant exclusion of that crew.

<i>Discourtesy, rudeness, threatening or intimidating behaviour to a rally official</i>	<i>1 minute up to exclusion</i>
<i>Any act of physical violence directed towards a rally official</i>	<i>Exclusion</i>

8.2 - The Clerk of the Course is charged with the application of the Event Regulations during the rally. Where a range of penalties is given, the Clerk of the Course will decide the exact penalty at his sole discretion. The Steward of the Meeting will judge upon any case not foreseen in the present regulations.

<i>Any breach of Regulations where penalty may be unspecified</i>	<i>1 minute up to exclusion</i>
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8.3 - Any queries, protests or appeals concerning the application of the Event Regulations or the running of the event must be made in accordance with Article 21. By applying for an entry, all competitors agree to accept the decisions of the Organisers and the Clerk of the Course without recourse to any process of law except the appeals procedure outlined in Article 21. English law will govern all agreements between competitors and the Organisers. Should a court of law find any provision of these Regulations invalid that provision will not apply but all other provisions will stand.

V - OBLIGATION OF PARTICIPANTS

Article 9: Competitors Obligations

9.1 - Advance practicing or reconnaissance of the rally route, use of pace notes, use of unauthorised maps or other route finding information on the event are all totally contrary to the spirit of the rally and are STRICTLY PROHIBITED.

<i>Practice or reconnaissance</i>	<i>1 minute up to exclusion</i>
<i>Use of pace notes, unauthorised maps and other route finding information</i>	<i>1 minute up to exclusion</i>

9.2 - The full crew must be on board the car throughout the event, except when the car is stationary or adjacent to a Control, or by Official Instruction to the contrary given in the Road Book or in the

instructions for a specific Special Test or in an emergency. The carrying of passengers is not permitted except in an emergency. All crew members will be issued with a form of competitor identity that must be displayed at all times during the event.

<i>Breach of crew requirements</i>	<i>1 minute up to exclusion</i>
<i>The carrying of passengers, except in an emergency</i>	<i>1 minute up to exclusion</i>
<i>Irregularity of crew identity</i>	<i>1 minute up to exclusion</i>

9.3 - A competing car must not be towed, pushed or transported by another vehicle, except to bring the car back onto the road, or to clear the road.

<i>Improper movement of vehicle</i>	<i>1 minute up to exclusion</i>
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9.4 - The competing crew, except for any breakdown assistance the Organisers may provide, must undertake all servicing. Other than that provided by Rally Officials, ORGANISED SERVICE ASSISTANCE IS EXPRESSLY FORBIDDEN. The facilities of roadside garages and service stations may be used providing their services have not been pre-arranged. Competitors are encouraged to help each other, but only using components carried in a competing car or purchased locally. Non-competitors and their vehicles (including media vehicles) seen by any Rally Official close to a competing car in suspicious circumstances will be reported to the Clerk of the Course for action to be taken against that crew under this Article or as unsporting behaviour under Article 3.3. Officials do not have to see servicing taking place for a penalty to be imposed; proximity in suspicious circumstances will be sufficient. It is the responsibility of competitors to ensure their behaviour avoids misinterpretation. All Rally Officials will be Judges of Fact to ensure compliance with this regulation.

<i>Servicing contrary to the Regulations</i>	<i>1 minute up to exclusion</i>
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9.5 - During the event certain areas may be declared as Parc Fermé, where working on the car or refuelling is not permitted. Exceptionally within Parc Fermé a competitor may: a) replace a wheel with a flat tyre by a wheel and tyre carried in the competing car, b) clean lamp glasses, windscreen, windows, identification markings and vehicle registration numbers. Parc Fermé rules will generally apply to a radius of 25m from all Control Points.

<i>Infringement of Parc Fermé rules</i>	<i>1 minute up to exclusion</i>
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9.6 - All cars must carry a non porous groundsheet covering the entire area of the underside of the car which must be secured beneath the car at all night halts and any other point indicated in the Route Book, where competing cars are parked in designated areas for any period exceeding 30 minutes.

<i>Failure to carry car groundsheet</i>	<i>Start Refused</i>
<i>Failure to ensure protection by groundsheet of designated car parking area</i>	<i>1 minute up to exclusion</i>

9.7 - No form of satellite navigation, electronic regularity calculator, personal organisers or similar equipment may be accessible within the car. Any such equipment must be turned off and packed out of sight in travel bags except at overnight halts. Only basic electronic (mathematical) calculators may be used. The use of electronic intercoms is not allowed.

<i>Use of prohibited electronic equipment</i>	<i>1 minute up to exclusion</i>
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9.8 - Competitors must make every effort to ensure they do not delay other competitors, particularly on regularity sections and special tests. If caught up by another car, it is obligatory for drivers to pull over or even stop to let the other car pass: drivers of unusually wide or slow cars need to be especially aware of the problem. Competitors persistently baulked by another competitor may complain to the Clerk of the Course on the Query Form provided. The Clerk of the Course may impose penalties for avoidable baulking and repetition of such an offence may lead to exclusion from the event. However, under no circumstances will any competitor be granted a time allowance for delays beyond the organisers Control, whether caused by baulking or any form of force majeure.

<i>Deliberate baulking or blocking of road</i>	<i>1 minute up to exclusion</i>
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9.9 - To protect the smooth running of the rally, it is vitally important that competitors let the Organisation know of any accident or incident during the course of the event, which involves any other person or property, or any incident attended by a police officer or local authority official. Any such incident must be reported immediately by telephone to the Rally HQ at the end of the Leg (using the phone numbers given in the Route Book) and confirmed by fax or in person to the Rally HQ as soon as possible. Failure to report such an incident will render competitors liable to penalties. On retirement or at the end of the event all competitors are required to complete a damage declaration. This must be completed regardless of whether damage has been incurred or caused. If a competitor is not returning to the HQ, the damage declaration along with the Time Card book must be posted to the organiser's office within seven days of the end of the event.

<i>Failure to declare to Organisers incident involving persons or property</i>	<i>1 minute up to exclusion</i>
<i>Failure to declare to Organisers incident attended by police or local authority official</i>	<i>1 minute up to exclusion</i>

9.10 - It is essential that competitors who retire from the rally during the course of the event ensure that officials at the next Rally HQ know of their decision to withdraw. Marshals at a Control manned by Rally Officials must be informed and the next Rally HQ telephoned or faxed the same evening. Failure will render the competitor liable to a fine of £100 or exclusion from future CRA events.

<i>Failure to inform the Organisation of withdrawal from the event</i>	<i>Up to £100 fine / future exclusion from Classic Rally Association events</i>
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9.11 - Throughout the event competitors must strictly observe all traffic laws and regulations. Driving at excessive speed or in a negligent manner, or being reported for any driving offence committed during the rally, may be penalised by the Clerk of the Course at his sole discretion. Competitors must always conduct themselves in a manner, which does not discredit the event or arouse adverse public opinion.

<i>Contravening traffic laws, excessive speed or negligent driving</i>	<i>1 minute up to exclusion</i>
<i>Behaviour likely to discredit the event or arouse adverse public opinion</i>	<i>1 minute up to exclusion</i>

Article 10: Car Identity & Starting Order

10.1 - The CRA will supply each entrant with rally plates, which must be securely fixed to the front and rear of the car (without covering the registration number). Competition numbers will be supplied by the organisers and must be attached to the front doors prior to the start and kept clearly visible throughout the event. Loss or removal of the rally plates and or competition numbers may be penalised. Competition numbers and rally plates must be removed or covered on retirement, or on completion of the event.

<i>Irregularity of vehicle identity</i>	<i>1 minute up to exclusion</i>
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10.2 - Competing cars and their crew will be required at the pre start holding area 30 minutes before their due time at MTC 1/1. The starting order for Leg 1 will be competition number order. The lowest number will start first. For Leg 2 the starting order will be reverse of classification order based on the performance prior to the lunch halt on Leg 1. For Leg 3 the Starting order will be reverse of classification order based on the performance at the end of Leg 1. Any amendments to this will be included in the Route Book or via an Official Bulletin.

A list of competitors' start times will be posted at Rally HQ at least two hours before the Standard Time for the start of each Leg.

Cars will start each Leg at one-minute intervals unless a different interval is notified in an Official Bulletin.

Article 11: Time Cards

11.1 - Each crew will be issued with a set of Time Cards on which the control information, including Standard Time, will appear. Competitors are themselves responsible for the presentation or collection of Time Cards at the various controls, and for the accuracy of the entries made on those cards. The onus of ensuring that all information entered on a Time Card is recorded clearly and legibly in the appropriate place shall rest with the competitor. Loss of a Time Card will be penalised up to exclusion.

Loss of a Time Card by a competitor

1 minute up to exclusion

11.2 - Only the Rally Officials who have made an entry on a Time Card may change it, and then only by scoring out the original entry and making a completely new one which must be re-authenticated by a further signature or stamp. Any entry on a Time Card, which is not clearly legible or appears to have been tampered with, may be deemed not to have been made. Competitors found to have altered their Time Card will be excluded from the event.

Improper alteration of a Time Card by a competitor

Exclusion

VI - DOCUMENTATION & SCRUTINEERING

Article 12: Documentation & Pre-event Scrutineering

12.1 - Entrants and all crewmembers must attend Documentation & Pre-event Scrutineering at the designated place with their car and the required paperwork, on Friday 20th March 2009.

Crews must have available at Documentation the following documents:

- a) Confirmation of insurance cover as in Article 6.1.
- b) Full driving licence for first named crewmember.
- c) Vehicle registration document, together with written authorisation for use of the car on the event if it is not owned by a crewmember.
- d) Any technical waiver which may have been granted and the originals of any supporting historical evidence the Organisers may have required to be produced.

Whether or not such documents are checked at Documentation, it remains the sole responsibility of the entrant to ensure all legal requirements are met.

Breach of Pre-event Scrutineering requirements

*Start Refused /
1 minute up to exclusion*

Breach of Documentation requirements

Start Refused

12.2 - At Pre-event scrutineering, cars will be checked to verify that they conform to the requirements of local regulations and the Event Regulations. However, no car accepted at pre-event scrutineering will be deemed to comply with the Regulations through having been allowed to start the rally.

12.3 - Cars and competitors will be subject to continuous scrutiny during the event and the Scrutineers or any Rally Official acting under the authority of the Clerk of the Course may make checks at any time.

*Car or crew found not to conform to
Regulations during the event*

1 minute up to exclusion

12.4 - Cars arriving at the final Time Control may be required for Post Event Scrutineering. In the event of dismantling being necessary this work will be the sole responsibility of the crew. Refusal to carry out such works will result in exclusion from the event and results classification.

*Car found not to conform to
Regulations at Post-event scrutineering*

1 minute up to exclusion

VII - RUNNING OF THE EVENT

Article 13: Route Instructions and Navigation

13.1 - Competitors should be aware that any queries or protests concerning the route or other information will only be considered with reference to the official route instructions or marked maps that may be issued by the organisers (Article 2.2).

13.2 - All distances will be measured in kilometres. The accuracy of distances quoted and the timings calculated by the Organisers will not be subject to query, protest or appeal.

Article 14: Timing

14.1 - The rally will use the traditional system of Scheduled Timing. Competitors must satisfy themselves that they understand enough of the workings of Scheduled Timing to take part in the event. The Standard Time (see Article 15.7) at each Control will be given in the Route Book and on the Time Cards. Standard Time is expressed as the time of day in the twenty-four hour format (that is from 00:00 to 23:59).

14.2 - The official clocks will be deemed to be correct, and competitors should always synchronise their watches with the control clock at the start of each Leg. The Organisers will make every effort to ensure the accuracy of timing equipment used but no responsibility can be accepted for any errors and any query, protest or appeal may only be made in accordance with Article 21.

14.3 - At most controls the marshals' clocks will be "Liège Timers" which will record and transfer the time of checking-in to a memory chip on the competitors' Time Card. In addition to "chipping" the Time Card the marshal will generally write the check-in time on the Time Card.

Article 15: Controls

15.1 - Types of Control

Control points will be set up to check that crews follow the correct route and comply with the time schedule. Except for Secret Checks and Regularity Timing Points the location of control points will be given in the Route Instructions, given or implied on a marked map, or given in other Official Instructions. At Main Time Controls, Time Controls and Secret Checks timing will be to the previous whole minute. At Regularity Timing Points and Test Finishes timing will be to the previous whole second.

All Controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and cease to operate 30 minutes after the due time of the last car. Controls may cease to operate earlier if all competitors who started that Leg of the event have visited the Control.

a) Main Time Control "OUT" (MTC OUT): Will generally be situated at the start of a Leg. Failure to visit, early departure and lateness will be penalised.

<i>Late departure</i>	<i>30 seconds per minute</i>
<i>Early departure</i>	<i>1 minute per minute</i>
<i>Failure to visit within maximum lateness</i>	<i>30 minutes</i>

b) Main Time Control "IN" (MTC IN): Will generally be situated at the end of a Leg. Early arrival is permitted subject to Article 15.11. There will be no penalty for lateness up to the maximum permitted lateness (MPL). Failure to visit within MPL will be penalised.

<i>Failure to visit within maximum lateness</i>	<i>30 minutes</i>
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c) Time Controls (TC): Will have 10 minutes penalty free lateness unless otherwise specified. Lateness, early arrival or failure to visit within MPL will be penalised.

<i>Late arrival (where specified)</i>	<i>30 seconds per minute</i>
<i>Early arrival</i>	<i>1 minute per minute</i>
<i>Failure to visit within maximum lateness</i>	<i>5 minutes</i>

d) Passage Control (PC): Failure to visit during the period that the Control is open will be penalised. Some Passage Controls may be unmanned and proof of passage will be by writing the answer to a question or writing a code on the Time Card. An example of the Code Board will be on display at Documentation. This should be done immediately in ink and will be checked at the next manned control. See also Article 16.2.

Failure to visit (cf. Article 16.2)

2½ minutes

e) Secret Check (SC): these will be set up at various undisclosed points on the route to check competitors driving behaviour and adherence to route instructions and compliance with Article 15.11. Any Control during the event reached by the specified route which does not correspond to a published control location will be deemed a Secret Check. A Secret Check where time is to be recorded will be run as a Time Control. All Secret Checks will be clearly marked with a control board showing a "rubber stamp" symbol or where timing is being carried out a control board showing a "clock" symbol.

Failure to visit Secret Check

2½ minutes

*Contravening traffic laws, excessive speed
or negligent driving*

1 minute up to exclusion

*Behaviour likely to discredit the event
or arouse adverse public opinion*

1 minute up to exclusion

f) Regularity Start Control (RS), Regularity Timing Point (RTP): See Article 16

g) Special Test Start Control (TS), Special Test Finish Control (TF): See Article 17

15.2 - Controls will be sited either by the roadside or within the precincts of cafés, hotels, filling stations or similar clearly identifiable establishments. Official control boards will identify all controls, however any alteration to the board or boards will not constitute a reason for the cancellation of the control. Where the control is inside a building, a board bearing an appropriate symbol (clock face for a TC and rubber stamp for a PC) on a yellow background will be positioned at the entrance and a board displaying an identical symbol on a red background will be located at the official's table. If the control is outdoors, a board bearing the appropriate symbol on a yellow background will be displayed to mark the beginning of the control area approximately 25m before the actual control location, which will be denoted by a board bearing the identical symbol on a red background. The area between the yellow and red boards is considered "Parc Fermé". At roadside controls competitors will be deemed to have entered the control when their car passes the yellow board. In the case of Time Controls it is permitted to pass this yellow board in the minute preceding the due check in time. At some control locations a Control Ahead board will be used in which case the yellow and red boards may be close together. Competitors are obliged at all controls to follow the instructions of the official in charge.

Failure to follow the instructions of a marshal

1 minute up to exclusion

15.3 - All Controls (including Passage Controls and Secret Checks) must be visited using the direction of approach and departure implied in the Route Book, marked map or other official instructions. A control visited out of sequence will be deemed not to have been visited. Competitors approaching or leaving a control in a direction other than by the official rally route will incur a penalty. Control formalities can only be carried out if the car and crew is in the close vicinity of the red control board.

*Wrong approach to, departure from,
visited out of sequence Time Control*

5 minutes

*Wrong approach to, departure from,
visited out of sequence Passage Control*

2½ minutes

*Wrong approach to, departure from,
visited out of sequence Secret Check*

2½ minutes

15.4 - Unless the Route Information specifically instructs competitors to the contrary it is forbidden to re-cross, re-enter, reverse through, or otherwise revisit a control, once checking-in has taken place. Competitors contravening this will incur a penalty equivalent to not having visited that control.

15.5 - At a manned Passage Control the person acting as marshal will simply stamp or mark the Time Card as soon as this is handed in by the crew as proof of passage without mentioning the time. Cards may also be "chipped" at PC's using Liege Timers in which case the time is only used as evidence of visiting. Competitors must visit manned Passage Controls between the opening and closing times given in the Route Book, on Time Cards or other Official Instruction.

15.6 - At a Time Control the marshal will mark the check-in time on the Time Card, add an authenticating stamp or signature and where Liège Timers are used "chip" the Time Card. The check-in time corresponds to the exact moment at which a crewmember hands the Time Card to the marshal. There will be no penalty if the act of handing the card to the marshal takes place during the scheduled check-in minute. For example, a crew required to check-in at a control at 18hr 58min will be considered on time if the check-in takes place between 18hr 58min 00secs and 18hr 58min 59secs. Except at overnight halts, the check-in time entered on the Time Card will represent both the arrival time at the end of one section and the starting time of the following section.

15.7 - Competitors will be due at each Time Control at the Standard Time (the time at which a notional car number 0 would be due) plus the number of minutes by which their own start or restart time is later than that of Car 0. This is their Scheduled Time. Competitors may consult the official clock at a control, but the calculation of their check in / out time is the sole responsibility of the competitor. Control marshals are not authorised to give competitors any information on their Scheduled Time and any advice, which might be given, will not be regarded as an official Instruction.

15.8 - Competitors late at one Time Control may be an equivalent amount late at each subsequent Time Control on the same Leg without further penalty, as long as they remain within maximum permitted lateness – 30 minutes. Although not compulsory, making up lateness subject to Article 15.11 is encouraged and helps the smooth running of the event. Once lateness has been regained it can't be re-used. At Rest Halts lateness should generally be made up subject to a competitor having a minimum rest period of 30 minutes.

15.9 - Competitors failing to visit one or more controls may book in without further penalty at the next Time Control visited, either at their Scheduled Time or they may carry forward all or part of their lateness. However, booking in at the original Scheduled Time helps the smooth running of the event.

15.10 - Competitors checking in at a control after the specified period of maximum permitted lateness (MPL) will be deemed not to have visited that control. The MPL at any control, and the opening period of any control, may be extended, provided that prior notification has been posted at a preceding control in the sequence. No consideration will be given to competitors who miss, for whatever reason, the control at which such notification has been given. The penalty will not be increased in the case of controls where the MPL has been extended during the running of the rally.

15.11 - Any crew found to have covered a distance greater than four km between two consecutive time controls in less than three quarters of the time specified by the official time schedule will be penalised. In calculating such penalty any fraction of a minute will be ignored.

i.e. In a nine minute section – penalty imposed if a competitor completes a section in less than six minutes.

In a ten minute section – seven minutes

In an eleven minute section – eight minutes etc

In a fifty eight minute section – forty three minutes

Covering a section in less than three quarters

of the time allowed between two consecutive

Time Controls more than 4 km apart

Second Offence

5 minutes

5 minutes up to exclusion

Article 16: Regularity Sections

16.1 - Regularity Sections may be run on public or on private roads and both may be open to ordinary traffic. Timing on all Regularity Sections is to the previous whole second. For those Regularity Sections held wholly on public roads the Regularity Timing Points will be at least 2.5 km apart. For Regularity Sections held wholly or partly on private land there is no minimum distance between controls.

16.2 - Regularity Controls must be visited using the direction of approach and departure implied in the route instructions. Failing to visit a Regularity Start and or Regularity Timing Point Control will be penalised. A number of Regularity Sections may contain Passage Controls. Where a Passage Control (PC) occurs between the Regularity Start (RS) and End of Regularity Section failing to provide proof of passage, visiting in the wrong direction or visiting out of sequence will incur a time penalty at the next Regularity Timing Point. Any competitor who indicates or receives information relating to the position of a Regularity Timing Point will be penalised.

<i>Failure to visit, Wrong approach to, departure from Regularity Start Control</i>	<i>5 minutes</i>
<i>Failure to visit, Wrong approach to, departure from Regularity Timing Point Control</i>	<i>2½ minutes</i>
<i>Failure to comply with requirement for a PC within Regularity Section</i>	<i>2½ minutes</i>
<i>Indicating or receiving information relating to the location of a Regularity Timing Point</i>	<i>5 minutes up to exclusion</i>

16.3 - The location of Regularity Start and End of Regularity Section points will be given to competitors in advance. This information will be published in an Official Instruction issued no later than the start of each Leg unless circumstances require the issue of an Official Bulletin at a later control.

16.4 - There will be a Regularity Start (RS) Control at the beginning of the section and at least one Regularity Timing Point at an undisclosed location on the route. The times recorded at Regularity Timing Point Controls will not be the start or finish of a road section, nor will they be related to Scheduled Times.

16.5 - Competitors who are likely to be kept waiting for more than five minutes at a Regularity Start may request to have their arrival time recorded on their Time Card. The arrival time recorded may not be earlier than the time at which the card is presented. A Delay Allowance will be granted in respect of any difference in excess of five minutes between arrival and actual start time. At some controls it may be necessary for competitors to use an identified Liège timer to "chip" their own arrival time: in this situation no time must be written on the Official section of the Time Card and the "chipped" time will be used for calculating delay allowances. At the following TC competitors may be late without penalty, to the full extent of their Delay Allowance. However, competitors are not bound to use any Delay Allowance given, and are asked to book in at their original Scheduled Time if possible. Once regained, Delay Allowance cannot be used subsequently.

16.6 - Manned RS Controls will be at the roadside and clearly identified. A board bearing a furred flag on a yellow background will be positioned at the roadside to mark the beginning of the control area approximately 25m before the actual control location, which will be denoted by a board bearing the identical symbol on a red background.

16.7 - Some Regularity Starts may be unmanned and will be "Self Start". Details of the location will be given in advance and will be at a readily identifiable point such as a road sign. There will not be yellow and red control boards but the point may be further identified with rally arrows. At a preceding control Competitors will be told a time at which to start, this will be given as a plus time from the Competitor's check-in time at the control. e.g. time at TC 3/2 plus 5 minutes. More than one regularity start time may be calculated from one Time Control. In the event of two cars departing from the Time Control at the same time the plus times will be staggered so that the second car would, for example start at 5 minutes 30. If there were three cars start times would be 5 minutes 20 for the second and 5 minutes 40 for the third.

Any delay preventing a crew from reaching a "Self Start" regularity start by their allocated start time will be regarded as "force majeure" and not subject to any allowance. Failure to visit the control prior to a self start regularity will mean that the Regularity Section will also be deemed not to have been visited.

16.8 - Prior to, or at, the Regularity Start Control an Official Instruction will be issued with the speed that must be maintained and details of when or where any changes of speed within the section are to occur. Crews will be required to maintain a speed or speeds throughout the section, as close as

possible to those set by the organisers. The average speed imposed by the organisers may vary for different classes. All speeds will be in km per hour and will range from a minimum of 20 kph to a maximum of 50 kph.

16.9 - At a manned Regularity Start Control competitors may be started at intervals of no less than 20 seconds and they must draw up to the start line when directed.. The start marshal will provide a countdown as follows “ten seconds ... five .. four .. three .. two .. one .. GO”. The car must then leave the start immediately. Delaying starting by more than 15 seconds or starting before the countdown is completed (jumped start) will incur penalties.

*Start delayed by more than 15 seconds
or jumped start on Regularity Section*

10 seconds

16.10 - At Regularity Timing Point Controls competitors must stop astride a “line” adjacent to the red “Stop” Control Board. If a car is already stopped at the RTP the second crew must stop immediately behind the car at the control. Competitors will be timed when they stop astride the “line” or behind a competitor already at the RTP. No allowance will be made for the time taken to record competitors' time. Stopping or “crawling” within sight of a Regularity Timing Point will be penalised. Competitors overshooting an RTP “Stop” control must not reverse into the control but a crew member may return on foot (without penalty) to the control.

*Stopping or crawling within sight of a
Regularity Timing Point*

1 minute

Reversing into a Regularity Stop Control

5 minutes up to exclusion

16.11- Adherence to a time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Timing Point with the time of arrival at the preceding Timing Point (or Start Time in the case of a Regularity Section with only one timing point).

16.12 - On Regularity Sections competitors will be penalised at each RTP Control at the rate of 1 second per second or part thereof, early or late up to a maximum penalty of 1 minute if the control is visited correctly i.e. crews who do not incur a penalty for failure to visit or for visiting in the wrong direction (cf Article 16.2).

*Each second or part thereof above or
below the Ideal Time at a RTP*

1 second

Maximum penalty at a RTP, if visited correctly

1 minute

16.13 - Not Used

16.14 - The Organisers will take every care to ensure the accuracy in the measurement of the section of route upon which the calculation of the “ideal time” is based. However, neither the ideal time nor the distance upon which the calculation has been based will be subject to protest or appeal.

16.15 - Should the normal running of a Regularity Section or Consistency test be stopped for any reasons whatsoever, after the passage of one or more competitors and it proves impossible for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew which has not been able to drive the section / test in the normal manner a notional time based on the average penalty set up to the moment of interruption. If the average penalty represents a complete anomaly, the Clerk of the Course may decide on the penalty to be applied.

However, no crew that is totally or partially responsible for stopping the section / test may benefit from this measure. If they finish the section they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.

Article 17: Special Tests

17.1 - Special Tests may be run to test driver skill and judgement. Test information in the form of a diagram and written instructions will be issued during the event. Markers such as cones, posts, pylons, kerbs, barriers or straw bales will define the course. Out-of-bounds areas will be clearly identified and / or described. Each test where timing is involved will have a minimum time (Test

Bogey) and a maximum time (normally four x the Test Bogey). The times recorded on Special Test will not be the start or finish of a road section, nor will they be related to Scheduled Times. All crew members must be in the vehicle during a Special Test. "Walking" the test will be considered as reconnaissance and penalised in accordance with Article 9.1.

17.2 - The Test Start will be identified by a board bearing a furled flag on a yellow background positioned approximately 25m before the Test Start identified by a board with a furled flag symbol on a red background. Competitors must draw up to the Test Start line when directed. The start marshal will provide a countdown as follows "ten seconds ... five .. four .. three .. two .. one .. GO". The car must then leave the start immediately.

17.3 - Competitors who are likely to be kept waiting for more than five minutes at a Test Start may approach the marshal on foot to request to have their arrival time recorded on their Time Card. See Article 16.5 for further details of delay allowance.

17.4 - The Test Finish will be identified by a finish line and "STOP" board at which the time, measured to the previous whole second, will be recorded when the vehicle comes to a complete stop astride the line. The marshal will write the time on the crew's Time Card, after which the car must immediately leave the area of the test finish.

17.5 - Some tests may include "STOP/GO" boxes indicated by four lettered markers forming a box. The sides of each box will be marked by lines on the road (although the lines may disappear with use). Competitors must STOP within the box. After stopping a marshal will hold a "Lollipop" STOP board in front of the vehicle and commence a count down (five .. four .. three .. two .. one ..), then turn the "Lollipop" to display GO when the competitor may proceed. Additional time will be added for failure to stop correctly within a "STOP/GO" box.

17.6 - Some Tests may include Passage Control Code Boards. Competitors must stop and write the code on their Time Card in ink before reaching the end of the test. The position of such controls will be indicated by standard Passage Control Boards - Yellow Advance, Red at Control. An example of the Code Board will be on display at Documentation. Additional time will be added for failure correctly record a Code Board.

17.7 - Except for the penalties applied under Article 17.9, Special Tests will be scored on a Class Basis based on the time taken including any additional time penalties. A competitor completing a test in less than the Bogey time will be credited with the Bogey time. Equal times within each Class will receive the penalty of the time placing. e.g. If three competitors tie for second place they will each be penalised 3 seconds, the next crew in third place will be penalised 5 seconds and the fourth place crew 6 seconds. i.e. All crews scoring an equal time will be considered to be "one place".

<i>Best in class</i>	<i>0 seconds</i>
<i>2nd on Test</i>	<i>3 seconds</i>
<i>3rd on Test</i>	<i>5 seconds</i>
<i>4th on Test</i>	<i>6 seconds</i>
<i>5th on Test</i>	<i>7 seconds</i>
<i>6th on Test</i>	<i>8 seconds</i>
<i>7th on Test</i>	<i>9 seconds</i>
<i>8th and over</i>	<i>10 seconds</i>

17.8 - Before applying the class based scoring, additional time will be added to the time taken, for each offence, as follows:

<i>Delaying starting by more than 15 seconds</i>	<i>10 seconds</i>
<i>Striking a course marker</i>	<i>10 seconds</i>
<i>Failure to stop astride or cross a line correctly</i>	<i>10 seconds</i>
<i>Failure to stop correctly within a "STOP/GO" box</i>	<i>10 seconds</i>
<i>Starting before the word "GO" (jumped start)</i>	<i>30 seconds</i>
<i>Failure to correctly record a Code Board</i>	<i>30 seconds</i>
<i>Failure to immediately leave the test finish area</i>	<i>30 seconds</i>

17.9 - An absolute time penalty will be applied for, failing to visit or attempt a test; exceeding the test maximum time including added time penalties; reversing back to the test finish stop line or;

completing a Wrong Test. A Wrong Test will be given for passing the wrong side of a course marker, missing or making no attempt to stop at a stop astride line or within a "STOP/GO" box or otherwise taking the wrong route. If a crew corrects their mistakes and ultimately completes the test correctly it will not be considered to be a Wrong Test. If a crew overshoots the Test Finish stop line, they MUST NOT reverse back.

<i>Failing to visit a Special Test</i>	<i>2½ minutes</i>
<i>Reversing back to the Test Finish Stop Line</i>	<i>2½ minutes</i>
<i>Exceeding test maximum including added time penalties</i>	<i>1 minute</i>
<i>Entering an Out-of-Bounds area</i>	<i>1 minute</i>
<i>Wrong Test</i>	<i>1 minute</i>

17.10 - Should the normal running of a Test Section be stopped for any reasons whatsoever, after the passage of one or more competitors and it proves impossible for other competitors to drive the section under competitive conditions, the Clerk of the Course may give to each crew that has not been able to drive the test in the normal manner a notional time based on the average penalty set up to the moment of interruption. However, no crew that is totally or partially responsible for stopping the test may benefit from this measure. If they finish the test they will be given the penalty that they actually accrue even if this is greater than the penalty awarded to other crews.

Article 18: Not Used

VIII – CLASSIFICATION, AWARDS, QUERIES, PROTESTS & APPEALS

Article 19: Classification & Awards

19.1 - The overall results will be determined by adding together the penalties accrued on the road sections, regularity sections, test sections and any other penalties, which may have been incurred. The overall winners will be the crew with the lowest total penalties, the next lowest second and so on. The team awards will be calculated on the aggregated total penalties of the specified three cars, all of which must be classified as finishers. Any ties will be resolved in favour of the crew(s) with better results on the road sections, regularity sections and test sections in that order. If this fails to resolve the tie, cars with lower engine capacity will take precedence.

19.2 - During the event, provisional classifications will be posted on the official notice board at Rally HQ as soon as possible after the end of each Leg, Competitors must check these provisional classifications for accuracy and any query relating to them must be made in accordance with Article 21.1.

19.3 - The provisional final classification will be published as soon as possible after the finish of the event and competitors will have 30 minutes from the announcement that results are posted in which to lodge queries in accordance with Article 21.2. When all outstanding queries have been resolved to his satisfaction, and in the absence of any official protest, the Clerk of the Course will declare the results final.

19.4 - To be classified as finishers a crew must not have incurred a penalty of exclusion.

19.5 - Awards will be presented to each crewmember. Crews winning an Overall Trophy do not also qualify for a Class Award, which passes to the next highest-placed finisher in that class.

Article 20: Schedule of Awards

Overall Winners	1st Overall, 2nd Overall, 3rd Overall
Class Awards	1st in each class 2nd in each class 3rd in each class
Mixed Crew Award	An award
Team Prize	Awards to all crewmembers

Spirit of the Rally Trophy	Awarded to the crew who have best represented the true spirit of sportsmanship
Best Non UK Crew	Awarded to the crew where both members are not resident in the UK

Article 21: Queries, Protests & Appeals

21.1 - Competitors may question any aspect of the running of the event, such as the reason particular penalties have been imposed if this is not immediately clear, or if competitors believe a mistake has been made. All queries must be made in writing only and handed in at a Rally HQ for the attention of the Clerk of the Course. Competitors must submit all queries relating to a Leg within one hour of completing the following Leg. The Clerk of the Course cannot consider any matter brought to his attention after this time, even if an administrative error has occurred. Replies to queries will be available for collection by competitors from the subsequent Rally HQ administration desk. It will not be considered unsporting for competitors to inform the Organisation of a breach of the Regulations by other competitors, provided there is reasonable cause and no malicious intent.

21.2 - The provisional final classification will be published as soon as possible at the finish of the event and competitors will have 30 minutes from the announcement that results are posted in which to lodge queries. Only queries submitted before the end of this period and relating to penalties incurred during the final two Legs of the event will be considered. No consideration will be given to additional unrelated queries after the posting of an amended classification.

21.3 - All protests must be lodged in writing and handed to the Clerk of the Course or Event Director together with the sum of £200 that will be returned if the protest is upheld. If the protest requires the dismantling and reassembly of any part of a car, the claimant must pay an additional deposit of £200. Protests must be submitted before the results are declared final. The Rally Stewards will hear protests. Any appeal against the decision of the Rally Stewards must be made to the FIA.

Appendix 1 Summary of Penalties

In the event of any discrepancy between the penalties within the articles and this summary the article penalty will be applied.

Eligible Competitors

3.3	Competitor failing to abide by the spirit of the Regulations Any incorrect, fraudulent or unsporting action by a competitor	Start Refused / 1 minute up to exclusion Up to exclusion / or fine
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4 Eligible Vehicles

4.1	Car in unsafe or unroadworthy condition Bodywork damage, visible rust or corrosion	Start Refused Start Refused / 1 minute up to exclusion
4.2	Breach of vehicle eligibility requirements	Start Refused / 1 minute up to exclusion
4.5	Car not conforming to these Regulations	Start Refused / Class Transfer
4.6	Car lacking required safety equipment	Start Refused

5 Entry Requirements and Fees

5.1	Crew not fully paid-up members of the Classic Rally Association Deliberately false declaration on entry form Non-payment of entry fees	Start Refused Exclusion Start Refused
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8 Application and Interpretation of Regulations

8.1	Discourtesy, rudeness, threatening or intimidating behaviour to a rally official Any act of physical violence directed towards a rally official	1 minute up to exclusion Exclusion
8.2	Any breach of Regulations where penalty may be unspecified	1 minute up to exclusion

9 Competitors Obligations

9.1	Practice or reconnaissance Use of pace notes, unauthorised maps or other route finding information	1 minute up to exclusion 1 minute up to exclusion
9.2	Breach of crew requirements The carrying of passengers, except in an emergency Irregularity of crew identity	1 minute up to exclusion 1 minute up to exclusion 1 minute up to exclusion
9.3	Improper movement of vehicle	1 minute up to exclusion
9.4	Servicing contrary to the Regulations	1 minute up to exclusion
9.5	Infringement of Parc Fermé rules	1 minute up to exclusion
9.6	Failure to carry car groundsheet Failure to ensure protection by groundsheet of designated car parking area	Start Refused 1 minute up to exclusion
9.7	Use of prohibited electronic equipment	1 minute up to exclusion
9.8	Deliberate baulking or blocking of road	1 minute up to exclusion
9.9	Failure to declare to Organisers incident involving persons or property Failure to declare to Organisers incident attended by police or local authority official	1 minute up to exclusion 1 minute up to exclusion
9.10	Failure to inform the Organisation of withdrawal from the event	Up to £100 fine / future exclusion from Classic Rally Association events
9.11	Contravening traffic laws, excessive speed or negligent driving Behaviour likely to discredit the event or arouse adverse public opinion	1 minute up to exclusion 1 minute up to exclusion

10	Car Identity and Starting Order	
10.1	Irregularity of vehicle identity	1 minute up to exclusion
11	Time Cards	
11.1	Loss of a Time Card by a competitor	1 minute up to exclusion
11.2	Improper alteration of a Time Card by a competitor	Exclusion
12	Documentation and Pre-event Scrutineering	
12.1	Breach of Pre-event Scrutineering requirements	Start Refused / 1 minute up to exclusion
	Breach of Documentation requirements	Start Refused
12.3	Car or crew found not to conform to Regulations during the event	1 minute up to exclusion
12.4	Car found not to conform to Regulations at Post-event Scrutineering	1 minute up to exclusion
15	Controls	
15.1		
a) Main Time Control "OUT"	Late departure	30 seconds per minute
	Early departure	1 minute per minute
	Failure to visit within maximum lateness	30 minutes
b) Main Time Control "IN"	Failure to visit within maximum lateness	30 minutes
c) Time Controls	Late arrival (where specified)	30 seconds per minute
	Early arrival	1 minute per minute
	Failure to visit within maximum lateness	5 minutes
d) Passage Controls	Failure to visit (cf. Article 16.2)	2½ minutes
e) Secret Checks	Failure to visit Secret Check	2½ minutes
	Contravening traffic laws, excessive speed or negligent driving	1 minute up to exclusion
	Behaviour likely to discredit the event or arouse adverse public opinion	1 minute up to exclusion
15.2	Failure to follow the instructions of a marshal	1 minute up to exclusion
15.3	Wrong approach to, departure from, visited out of sequence Time Control	5 minutes
	Wrong approach to, departure from, visited out of sequence Passage Control	2½ minutes
	Wrong approach to, departure from, visited out of sequence Secret Check	2½ minutes
15.11	Covering a section in less than three quarters of the time allowed between two consecutive Time Controls more than 4 km apart.	5 minutes
	Second Offence	5 minutes up to exclusion
16	Regularity Sections	
16.2	Failure to visit, Wrong approach to, departure from Regularity Start Control	5 minutes
	Failure to visit, Wrong approach to, departure from Regularity Timing Point Control	2½ minutes
	Failure to comply with requirement for a PC within Regularity Section	2½ minutes
	Indicating or receiving information relating to the location of a Regularity Timing Point	5 minutes up to exclusion

16.9	Start delayed by more than 15 seconds or jumped start on Regularity Section	10 seconds
16.10	Stopping or crawling within site of a Regularity Timing Point	1 minute
16.12	Reversing into a Regularity Stop Control	5 minutes up to exclusion
	Each second or part thereof above or below the Ideal Time at a Regularity Timing Point	1 second
	Maximum penalty at a Regularity Timing Point, if visited correctly	1 minute
16.13	Failure to attempt test	5 minutes
	Each second or part thereof above or below the required lap time	1 second
	Start delayed by more than 15 seconds	10 seconds
	Failure to complete first lap within specified range	2½ minutes
	Failure to complete subsequent lap or laps within specified range	1 minute
	Completing insufficient number of laps	2½ minutes
	Completing too many laps	2½ minutes
	Stopping, crawling or any incidents of dangerous driving	2½ minutes
	Maximum Test Penalty, if attempted	2½ minutes
17	Special Tests	
17.7	Best time in class on a test	0 seconds
	2 nd on Test	3 seconds
	3 rd on Test	5 seconds
	4 th on Test	6 seconds
	5 th on Test	7 seconds
	6 th on Test	8 seconds
	7 th on Test	9 seconds
	8 th and over	10 seconds
17.8	Delaying starting by more than 15 seconds	10 seconds
	Striking a course marker	10 seconds
	Failure to stop astride or cross a line correctly	10 seconds
	Failure to stop correctly within a "STOP/GO" box	10 seconds
	Starting before the word "GO" (jumped start)	30 seconds
	Failure to correctly record a Code Board	30 seconds
	Failure to immediately leave the test finish area	30 seconds
17.9	Failing to visit a Special Test	2½ minutes
	Reversing back to the Stop line at the end of a Test	2½ minutes
	Exceeding test maximum including added time penalties	1 minute
	Entering an Out-of-Bounds area	1 minute
	Wrong Test	1 minute

Appendix 2 Official Map List

As outlined in Article 2.2, the following are the only maps that may be used and they must be used at their original scale, enlargements are not permitted.

To be advised