



15<sup>th</sup> – 17<sup>th</sup> March 2012



## Supplementary Regulations



[www.ClassicRally.org.uk](http://www.ClassicRally.org.uk)

Supported by



# Three Legs of Mann Classic Reliability Trial

## 15<sup>th</sup> -17<sup>th</sup> March 2012

### Supplementary Regulations I - ANNOUNCEMENT

The Three Legs of Mann Classic Reliability Trial will be organised by Classic Rally Events Ltd as a Historic Regularity Rally under a licence issued by the FIA. The event is run in compliance with the FIA Regulations for Historic Regularity Rallies and will be a round of the FIA Trophy for Historic Regularity Rallies. The Supplementary Regulations, together with any Official Bulletins and other Official Instructions, which may be issued, will form the Event Regulations.

**FIA VISA No. TBA**

**MSA Permit No. 69735**

PLEASE NOTE: all motor sport is potentially dangerous. The Three Legs of Mann Classic Reliability Trial 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 19 <sup>th</sup> December 11	Entries Open
Friday 2 <sup>nd</sup> March 12	Entries Close
Monday 5 <sup>th</sup> March 12	Official Entry List Published
Thursday 15 <sup>th</sup> March 12	14:00 – 21:00 – Scrutineering – TT Grandstand, Douglas 14:15 – 21:30 – Documentation – Mount Murray Hotel, Santon
Friday 16 <sup>th</sup> March 12	08:30 – Rally Start (Leg 1) – TT Grandstand Douglas
Friday 16 <sup>th</sup> March 12	16:30 – End of Leg 1 – Mount Murray Hotel
Friday 16 <sup>th</sup> March 12	19:00 – Start Leg 2 – Mount Murray Hotel
Friday 16 <sup>th</sup> March 12	23:00 – End of Leg 2 – Overnight Halt – Mount Murray Hotel
Saturday 17 <sup>th</sup> March 12	08:30 – Rally Restart - Leg 3 – Mount Murray Hotel
Saturday 17 <sup>th</sup> March 12	15:45 – Rally Finish – TT Grandstand Douglas
	19:30 – Publication of Provisional Results, Mount Murray Hotel
	21:00 – Prize Giving Dinner, Mount Murray Hotel, Santon

### OFFICIAL NOTICE BOARD

From 14:00 Thursday 15<sup>th</sup> to 21:00 Saturday 17<sup>th</sup> March – Rally HQ, Mount Murray Hotel, Santon

### 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](mailto:mail@ClassicRally.org.uk) [www.ClassicRally.org.uk](http://www.ClassicRally.org.uk)

#### 1.1 - Event Officials

Event Director	Jeremy Dickson
Clerk of the Course / Route Co-ordinator	Fred Bent
Deputy Clerk of the Course / Tests Co-ordinator	John Bateson
Stewards	Marty Quine / Ian Notman
Scrutineers	David Kennish / Chris Bridson
Chief Marshal	George Mullins
Assistant Chief Marshal	John Gill
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 350 miles, 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 partially on public roads, private land and or sections of closed public road. The Special Tests will take place on closed public roads, motor racing circuits, car parks or similar locations. Each day or evening 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 30 mph.

2.2 - Route Instructions – All competitors will receive a tulip route book for the majority of the route. Remaining sections will be described by a variety of methods including written descriptions and marked maps. **Competitors are not allowed to use printed information from any source other than the information issued by the organisers and 1:50,000 scale OS Landranger Series sheet 95. This map must be used at the original scale, enlargements are not permitted.** The use of “large scale” maps and information downloaded from the internet is not allowed. The tulip route book will be issued at Documentation. The additional information will either be issued at Documentation or no later than 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 Mount Murray Hotel. 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*

*Up to exclusion / or fine*

#### 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.

*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
- c) Spill Kit (These will be available at Scrutineering)

*Car lacking required safety equipment  
Breach of vehicle technical regulations*

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

#### Article 5: Entry Requirements & Fees

5.1 - Entrants in the Three Legs of Mann Classic Reliability Trial 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

*Crew not members of the  
Classic Rally Association  
Deliberately false declaration on entry form  
Non-payment of entry fees*

*Start Refused  
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. The entrant may also change the car. Agreement will be solely at the Organisers' discretion.

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 08:30, Friday 16<sup>th</sup> March 2012. The organisers reserve the right to assign team names.

Team entries £30 per three-car team

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 £1050 may either be paid in full or alternatively, a deposit of £250 may be made and a further £800 is then payable by 31<sup>st</sup> January 2012.

The entry fee includes evening meals for three nights, lunch on two days, assistance by the official support crews, rally plates for the front and rear of the car and tickets to the gala 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 if an entry is withdrawn in writing before 31<sup>st</sup> January 2012. 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. The organisers will also be offering competitors short period third party liability cover for road sections of the event. The basic rate premium will be advised in a Newsletter.

#### 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.

*Discourtesy, rudeness, threatening or intimidating  
behaviour to a rally official*

*1 minute up to exclusion*

*Any act of physical violence directed towards a rally official*

*Exclusion*

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.

*Any breach of Regulations where penalty may be unspecified*

*1 minute up to exclusion*

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 22. 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 22. 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 or 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 any point indicated in the Route Book.

<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 carried in the car at any time during the event. 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.

*Deliberate baulking or blocking of road*

*1 minute up to exclusion*

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.

*Failure to declare to Organisers incident involving persons or property*

*1 minute up to exclusion*

*Failure to declare to Organisers incident attended by police or local authority official*

*1 minute up to exclusion*

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.

*Failure to inform the Organisation of withdrawal from the event*

*Up to £100 fine / future exclusion from Classic Rally Association events*

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.

*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*

#### 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.

*Irregularity of vehicle identity*

*1 minute up to exclusion*

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 and 2 will be competition number order - the lowest number will start first. The starting order for Leg 3 will be reverse of classification order based

on the previous Legs performance. 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 crew members must attend Documentation & Pre-event Scrutineering at the designated place with their car and the required paperwork, on Thursday 15<sup>th</sup> March 2011.

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 MSA 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 miles. 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 legal responsibility can be accepted for any errors and any query, protest or appeal may only be made in accordance with Article 22.

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 will cease to operate 15 minutes after the due time of the last car. Controls may cease to operate earlier on the direction of the Clerk of the Course taking into account the due time of arrival of the last competing car

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. Lateness penalties will not exceed the penalty for failing to visit the MTC.

*Late departure**30 seconds per minute**Early departure**1 minute per minute**Failure to visit within maximum lateness**15 minutes*

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) which at a MTC will be 30 minutes. Failure to visit within MPL will be penalised.

*Failure to visit within maximum lateness**15 minutes*

c) Time Controls (TC): Will have 15 minutes penalty free lateness unless otherwise specified. Lateness, early arrival or failure to visit within MPL will be penalised. Lateness penalties will not exceed the penalty for failing to visit the TC.

<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 the competitor writing in ink the information from a "Code Board" on the appropriate box on their Time Card before reaching the next manned control or check. 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. See also Article 16.2.

<i>Failure to visit (cf. Article 16.2)</i>	<i>2½ minutes</i>
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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. All Secret Checks will be clearly marked with a control board showing a "stamp" symbol or where timing is being carried out a control board showing a "clock" symbol. Some Secret Checks may be unmanned and proof of adherence to the correct route will be by the competitor writing in ink the information from a "Code Board" on the appropriate box on their Time Card before reaching the next manned control or check.

<i>Failure to visit Secret Check</i>	<i>2½ minutes</i>
<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>

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 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 a TC is outdoors, a board bearing the clock 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 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.

<i>Failure to follow the instructions of a marshal</i>	<i>1 minute up to exclusion</i>
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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.

<i>Wrong approach to, departure from, visited out of sequence Time Control</i>	<i>5 minutes</i>
<i>Wrong approach to, departure from, visited out of sequence Passage Control</i>	<i>2½ minutes</i>
<i>Wrong approach to, departure from,</i>	

*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 – 15 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.

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 miles 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 miles apart.  
 Second Offence*

*5 minutes*

*5 minutes up to exclusion*

15.12 - To verify that competitors follow the official route, Secret Checks may be established which will be clearly marked with a Control Board. 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. Secret Checks may also be used to ensure compliance with Article 15.11. A Secret Check where time is to be recorded will be run as a Time Control.

*Failure to provide proof of visiting a Secret Check*

*2½ minutes*

#### 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 open public roads the Regularity Timing Points will be at least 2 miles apart. For Regularity Sections held wholly or partly on private land or closed public roads 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.

*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*

16.3 - 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 Manned 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 (RMS) will be at the roadside and clearly identified. A board bearing a furlled 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” (RSS). 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 miles per hour and will range from a minimum of 15 mph to a maximum of 35 mph.

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, early or late up to a maximum penalty of 1 minute if the control is visited correctly i.e. crews 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 - 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.

## Article 17: Special Tests

17.1 - Special Tests will 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 control area.

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 to 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 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.

<i>Failing to visit a Special Test</i>	<i>2½ minutes</i>
<i>Reversing 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 been affected 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

Article 19: Concours d'Elegance of Car & Crew

19.1 - This will be the subject of a separate award. Judging will be carried out throughout the event with an emphasis on the car and crew presenting themselves in a manner that will bring prestige to the event. Examples of this will include a clean, polished car and driving with due consideration for other road users - both fellow competitors and the general public.

## VIII - CLASSIFICATION, AWARDS, QUERIES, PROTESTS & APPEALS

Article 20: Classification & Awards

20.1 - The overall results will be determined by adding together the penalties accrued on the road sections, regularity sections, navigation 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 should 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.

20.2 - 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 should check these provisional classifications for accuracy and any query relating to them should be made in accordance with Article 22.1.

20.3 - 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 22.2. 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.

20.4 - To be classified as finishers a crew should not have incurred a penalty of exclusion.

20.5 - 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. Prize winners who fail to attend the prize giving will forfeit the right to their awards. A prize forfeited in this way will not be reassigned. All competitors will be entitled to attend the prize giving.

Article 21: 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 crew members
Spirit of the Rally Trophy	Awarded to the crew who have best represented the true spirit of sportsmanship
Against All Odds Trophy	Awarded to the crew who have shown most determination to finish in the face of adversity.
Concours d'Elegance	Awarded to the crew and car who have presented themselves and the car in the manner most likely to bring prestige to the event.

#### Article 22: Queries, Protests & Appeals

22.1 - 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 should be made in writing only and handed in at a Rally HQ for the attention of the Clerk of the Course. Competitors should 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.

22.2 - 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.

22.3 - All protests should 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 should pay an additional deposit of £200. Protests should be submitted before the results are declared final. The Rally Stewards will hear protests. Any appeal against the decision of the Rally Stewards should be made to the MSA.

## 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 un-roadworthy 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
4.8	Car not conforming to these Regulations	Start Refused / Class Transfer
4.9	Car lacking required safety equipment	Start Refused
4.10	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.11	Breach of vehicle technical regulations  Fitting of non-period brake calipers Fitting of non-period brake discs Fitting of brake balance bar	Start Refused / 1 minute up to exclusion 2 minutes 2 minutes 2 minutes
4.12	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.13	Breach of vehicle technical regulations  Fitment of non-period gearbox Fitting of non-standard wheels except as permitted	Start Refused / 1 minute up to exclusion 2 minutes 2 minutes
4.14	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.15	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.16	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.17	Breach of Advertising Regulations	Start Refused / 1 minute up to exclusion

### 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	1 minute up to exclusion

	The carrying of passengers, except in an emergency	1 minute up to exclusion
	Irregularity of crew identity	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	Start Refused
	Failure to ensure protection by groundsheet of designated car parking area	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	1 minute up to exclusion
	Failure to declare to Organisers incident attended by police or local authority official	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	1 minute up to exclusion
	Behaviour likely to discredit the event or arouse adverse public opinion	1 minute up to exclusion
<b>10</b>	<b>Car Identity and Starting Order</b>	
10.1	Irregularity of vehicle identity	1 minute up to exclusion
<b>11</b>	<b>Time Cards</b>	
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
<b>12</b>	<b>Documentation and Pre-event Scrutineering</b>	
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
<b>15</b>	<b>Controls</b>	
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	15 minutes
b) Main Time Control "IN"	Failure to visit within maximum lateness	15 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	2½ minutes

	sequence Passage Control	
	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 miles apart.	5 minutes
	Second Offence	5 minutes up to exclusion
15.12	Failure to provide proof of visiting a Secret Check	2½ minutes
<b>16</b>	<b>Regularity Sections</b>	
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
	Reversing into a Regularity Stop Control	5 minutes up to exclusion
16.12	Each second or part thereof above or below the Ideal Time at a RTP	1 second
	Maximum penalty at a Regularity Timing Point, if visited correctly	1 minute
<b>17</b>	<b>Special Tests</b>	
17.7	Best time in class on a test	0 seconds
	2 <sup>nd</sup> on Test	3 seconds
	3 <sup>rd</sup> on Test	5 seconds
	4 <sup>th</sup> on Test	6 seconds
	5 <sup>th</sup> on Test	7 seconds
	6 <sup>th</sup> on Test	8 seconds
	7 <sup>th</sup> on Test	9 seconds
	8 <sup>th</sup> 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**

Whilst a tulip route book will be provided you will in addition require one Ordnance Survey 1:50,000 Landranger Series Map Number: 95 Edition D in order to plot at least two of the regularity sections.

**Appendix 3 Driving Standards**

Please be aware that Road Rallying on the Isle of Man has gone through many difficult times. It is essential for the future on the sport that competitors behave sensibly while competing. The roads on this event are open to members of the public and you will encounter other road users, pedestrians, cyclists and horse riders.

Please remember that other than on the closed public road sections we do not have the roads to ourselves and you may meet other traffic. You must also come to a complete halt at all "Give Way" and "Stop" junctions (indicated by a roadside sign and/or white lines across the road) during Leg 2. A number of these junctions may be manned by "Judges of Fact" who will determine whether you have complied. You must stop at these "Secret Check" observers sited immediately after the junction and obtain a signature.

Please drive safely and have a successful event.