

The Flying Scotsman

London to Edinburgh Classic Reliability Trial

Friday 1 April to Sunday 3 April 2011

SUPPLEMENTARY REGULATIONS

This event celebrates the inaugural run of the '*Flying Scotsman*' in 1928 when it was the first train to travel the 392 miles from London to Edinburgh non-stop, achieving this in just 8 hours, and then in 1934 it became the first train to be timed at over 100mph. Having travelled more than two million miles the locomotive was retired in 1963 and after several owners and restorations it now resides in the National Railway Museum in York.

Entries will be accepted by invitation only and all cars must be of a model type in production prior to 1941. All crew members are expected to enter into the spirit of the event and dress in period attire.

1. ANNOUNCEMENT

The Endurance Rally Association will promote the "**FLYING SCOTSMAN**" a Clubman's status event running under a Classic Reliability Trial permit. The event will start from London, Brooklands on Friday 1st April and finish at Edinburgh on Sunday 3rd April. The event website is www.endurorally.com

WARNING: All Motor Sport is potentially dangerous. The Flying Scotsman uses remote roads which may be hazardous and are intended to present those taking part with a driving challenge. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their car. The onus is on the competitors to drive safely and to show due consideration to other road users at all times. The Endurance Rally Association, the Organisers and the Officials and their representatives on the event accept no responsibility whatsoever for any accident, loss or injury befalling competitors and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form.

2. JURISDICTION

The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations, Official Bulletins and any other instructions that the Organisers may issue.

3. PERMIT and AUTHORISATION

Application has been made for MSA Permits and for route authorisations. These documents and any other permissions will be displayed on the Official Notice Board at Signing On.

4. ELIGIBILITY

4.1 Competitors

Entries are by invitation only from the Organisers and are restricted to members of the Endurance Rally Association (an MSA affiliated motor club), membership of which is included in the entry fee. MSA competition licences are not required. A competing crew must consist of two persons and all crew members who intend to drive must hold a valid driving licence, must all be over the age of 17, must have completed the Indemnity and Signing On procedures, must be covered by valid insurance whilst driving on the event and must be in the car during the timed sections of the event.

4.2 Cars

Cars must be of a model type in production prior to 1941, however, there may be some pre-war exceptions which meet the approval of the Organisers. All cars must display a current tax disc, have a current MOT certificate, if applicable, and comply with the statutory Vehicle Construction and Use Regulations.

5. PROGRAMME

Thursday 31st March

1700 - 1930	Mechanical and noise scrutineering	Hilton Cobham Hotel
1700 - 1930	Competitor documentation and 'signing on'	Hilton Cobham Hotel

Friday 1st April - Day 1

0900 - 1000	Mechanical and noise scrutineering	Brooklands - Museum
0900 - 1000	Competitor documentation and 'signing on'	Brooklands - Clubhouse
1000	First car leaves start of Day 1	Brooklands - Circuit
1300	Lunch Halt	Cotswolds
1800	First car arrives at finish of Day 1	Crewe – Wychwood Park Hotel

Saturday 2nd April - Day 2

0800	First car leaves start of Day 2	Crewe - Wychwood Park Hotel
1200	Lunch Halt	Wensleydale
1800	First car arrives at finish of Day 2	Carlisle - Premier Inn

Sunday 3rd April - Day 3

0800	First car leaves start of Day 3	Carlisle - Premier Inn
1200	Lunch Halt	Gatehouse of Fleet
1700	First car arrives at finish of Day 3	Edinburgh - Marriot, Dalmahoy
2000	Prizegiving Dinner	Edinburgh - Marriot, Dalmahoy

6. CATEGORIES and CLASSES

- 6.1 Cars will be divided into two age Categories –
Pioneer – a model type in production prior to 1918
Vintageant – a model type in production prior to 1941.

Based on the entries received the Categories will be sub-divided in Classes based on engine size.

7. ENTRIES

7.1 Applications for entries open on 14th August 2010 and close on 14th February 2011. The entry fee includes 3 nights bed and breakfast accommodation in twin/double rooms, 3 lunch halts, 2 group dinners and a Gala prize-giving dinner, secure parking, emergency breakdown support, rally plates, identity tags, decals, road books, maps, car preparation and navigational books, finishers medals, other awards, and Third Party vehicle insurance. The maximum number of entries for the event is 75.

7.2 There will be two alternative payment schemes –

Option A – Entry fee per vehicle for a crew of two - £2400. A non-refundable deposit of £250 with the entry form and the balance of £2150 to be received no later than 14th February 2011. No refunds of entry fees will be given after 14th February 2011, should an entry be withdrawn.

Option B – Discounted entry fee for a crew of two - £2100 to be paid in full with the entry form. £250 of this payment is non-refundable and the balance of £1850 is non-refundable should an entry be withdrawn after 14th February 2011. This offer is open from 1st July to 14th September 2010.

Teams – Discounted entry fee for a team of 3 cars - £1900 per car to be paid in full with the entry form. This offer is open from 1st July to 14th September 2010.

7.3 Applications for entries will be accepted by invitation from the Organisers who reserve the right to refuse or withdraw any entry without explanation. An entry will be confirmed on receipt of the full entry fee. If prior to the event unforeseen circumstances force the cancellation of the event the Organisers reserve the right to retain 20% of the entry fee, in addition to any deposit paid, to cover administrative costs already incurred. If once the event has started unforeseen circumstances force the cancellation of the event there will be no refund of the entry fees.

7.4 Details of each crew member must be submitted on a fully completed and signed entry form. A crew member or the car may only be changed with the agreement of the Organisers. By submitting the entry form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers.

7.5 Completed entry forms and fees should be sent to:

The Booking Clerk, The Rally Office, St Mary's Road, East Hendred, Oxfordshire, OX12 8LF

Tel: 01235 831221, Fax: 01235 834173

Technical enquires – mail@endurorally.com Administrative enquires – admin@endurorally.com

Payments by cheque or Direct Bank Transfer (see entry form) should be made payable to

'The Peking to Paris Rally Association Ltd' .

7.6 Team entries, £15 per car, £45 per team, will be accepted at the start on completion of a team entry form. A team will comprise 3 cars of the same or different make with the winning team being the one with the lowest aggregate score of all the 3 team members, all of whom must be classified as finishers.

8. INSURANCE

8.1 The Organisers will provide insurance covering competitors against liability for both personal injury to and damage to the property of third parties whilst taking part in the event. Competitors may wish to make their own additional arrangements for comprehensive vehicle cover and personal insurance.

9. APPLICATION OF THE REGULATIONS

9.1 The Organisers reserve the right to change at any time, by Official Bulletin or any other Official Instruction, the provisions of these Regulations 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 may be sent to competitors prior to the event, or be posted on the Official Notice Board at the Rally HQs. On the event they may be directly communicated to the competitors at any point that all competitors are required to visit and competitors must sign to acknowledge receipt of the information.

9.2 The Clerk of the Course is charged with the application of the present Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these regulations or subsequent Official Bulletins. If a specific penalty is not detailed within the Regulations, or if a penalty of 'up to exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by imposing a penalty ranging between 5 minutes and Exclusion.

10 ORGANISER OBLIGATIONS

10.1 The Clerk of the Course has the right to exclude from the event or otherwise penalise at any time any competitor who has breached any civil law, any traffic regulations, acted in a fraudulent or unsporting manner or behaved in a manner that is not conducive to the smooth running of the event or may bring the event into disrepute. Such decision is at the sole discretion of the Clerk of the Course and not subject to appeal

10.2 The Clerk of the Course will be on duty throughout the event to discuss problems. Protests are not expected but should a competitor not be satisfied, any protest must be submitted in writing to the Clerk of the Course for a decision. If this decision is not accepted the competitor may appeal to the Rally Steward.

10.3 The Organisers will provide a Luggage Bus facility to carry one bag per crew member between the night halt hotels. Competitors may use this facility at their own risk and the Organisers will not be held responsible for any items of luggage missing, delayed or damaged.

11 COMPETITOR OBLIGATIONS

11.1 All crew members are expected to enter into the spirit of the event and dress in period attire whilst competing. The Organisers will present prizes for the 'Best Dressed Crew' adopting a dress code appropriate for up to the end of 1945. The following are examples of clothing not permitted – trainers, jeans, football shirts and baseball caps, etc.

11.2 The first named driver on the entry form will be deemed to be the entrant and will thus be responsible for all liabilities and obligations before and throughout the event.

11.3 Competitors are responsible for payment of any costs they incur during the event, for example at hotels and garages, and all bills must be paid in full before departure from the establishment. Any non-payment of costs notified to the Organisers may incur a penalty 'up to exclusion' at the discretion of the Clerk of the Course.

11.4 At the point when a competitor retires or is excluded from the event he relinquishes all rights and benefits of a competitor. However, on-going hotel accommodation may be made available at the discretion of the Organisers but only on the nights for which reservations have been made.

11.5 The Organisers decline liability in any accident caused by or to competitors and the competing cars during the event. Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and shall declare to the Organisers particulars of any such incident from which liability may arise and shall have no claim against the Organisers arising out of any act or omission of the Organisers, their servants, or officials during the course of the event. The Organisers accept no responsibility for assisting competitors in difficulties and will not accept any claim for expenses however incurred.

11.6 Competitors must always conduct themselves in a manner, which does not bring the sport into disrepute. A competitor driving at excessive speed, in a dangerous or negligent manner, or being reported for any driving offence committed during the event will be penalised 'up to exclusion'.

11.7 Competitors are obliged to make themselves aware of any Official Bulletins or notices posted on the Official Notice Boards at the Rally HQs.

11.8 Crew members will be issued with an identity badge, to be worn at all times during the event.

11.9 Crews must make every effort to ensure they do not delay other competitors, if caught up by another car, it is obligatory for drivers to pull over or even stop to let the other car pass. Crews persistently baulked by another competitor may complain to the Clerk of the Course on the Query Form provided. The Clerk of the Course may penalise, 'up to exclusion', a crew found to have baulked or delayed another competitor. However, under no circumstances will any crew be granted a time allowance for delays beyond the Organisers control, whether caused by baulking or any form of force majeure.

11.10 To ensure the safety and the smooth running of the Rally, it is vitally important that competitors let the Organisers know of any accident or incident during the course of the event which involves any other person or property, or any incident attended by the Police or other Official. Any such incident must be reported immediately by telephone to the Rally HQ (using the phone numbers given in the Road Book) and confirmed in person to the Rally HQ as soon as practicable. Failure to report such an incident will be reported to the Clerk of the Course and penalised 'up to exclusion'. A Damage Declaration Form, included with the Time Cards, must be completed by all crews and submitted at the final Main Time Control. Failure to do so will be referred to the Clerk of the Course, and will incur a penalty from 5 minutes up to Exclusion and may be reported to the MSA.

11.11 Crews who retire from the Rally must ensure that officials at the following Rally HQ know of their decision to withdraw.

11.12 All crews must carry with them, and use at every overnight halt, a suitable under car mat which will stop oil and other fluids from contaminating the ground under the car. Failure to use the under car protection will be penalised 'up to exclusion'

11.13 All competitors undertake, as a condition of entry, to be filmed or photographed by media agents appointed by the Organisers. The event logos and name remain the copyright of the Endurance Rally Association.

11.14 All competitors undertake, as a condition of entry, to abide by the requirements of these Regulations. A breach of the obligations listed in these paragraphs may result in a refused start or penalties 'up to exclusion'.

12. OFFICIALS

12.1 The Rally Officials will be:

Station Master	(Steward)	Kim Bannister
Engine Driver	(Clerk of the Course)	Philip Young
Track Layers and Inspectors	(D / Clerks of the Course)	Alan Smith
Station Mistress	(Rally Secretary)	Heidi Winterbourne
Booking Clerk	(Entries Secretary)	Barbara Bradshaw
Chief Signalman	(Chief Marshal)	Bob Redhead
Timetable Compiler	(Chief Timekeeper)	Lee Vincent
Wheel Tappers	(Scrutineers)	Peter and Betty Banham
Ticket Inspector	(Results)	Chris Bruce
Loco Engineers	(Assistance Crews)	Simon Ayris & Teams

13. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS

13.1 All named Rally Officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these event Regulations and those of the MSA and for any regulations relevant to the point at which they are officiating.

13.2 Driving Standards Observers will be present on the route to adjudicate on excessive noise, excessive speed, non-compliance with special restrictions e.g. Quiet Zones and Give Way junctions, and driving in a manner likely to bring motor sport into disrepute.

13.3 Infringements for any of the above will be penalised from 5 minutes up to Exclusion.

14 SCRUTINEERING

14.1 All crew members must attend pre-event Scrutineering with their cars at the times and locations to be advised in an Official Bulletin. Any crew who fail to successfully complete Scrutineering and Signing On will be deemed non-starters and will forfeit their entry and entry fee. Their place may be offered to a reserve entry.

14.2 The Scrutineers will check that the cars conform to the requirements of the Road Traffic Acts, the MSA Regulations and these Event Regulations in respect of noise, mechanical safety and eligibility.

14.3 Each car must carry a warning triangle, a tow rope, a first aid kit, at least one spare wheel and a fire extinguisher. Seat belts for all occupants are recommended.

15. SIGNING ON

15.1 Following a successful completion of scrutineering both crew members must present their documentation and 'sign on'. They must present their ERA membership cards, issued at signing on, their scrutineering documents and sign the MSA indemnity.

15.2 Examples of all Official signs and boards will be on display.

16. IDENTIFICATION

16.1 The Organisers will provide metal rally plates, which must be fixed to the front and to the rear of the car in a clearly visible position for the duration of the event. These plates must not cover or obscure the vehicle licence plates. In addition, the Organisers will supply two self-adhesive panels, incorporating the rally number, for fixing to the front doors. At Signing On crews will each be provided with identity badges, which should be worn at all times during the event.

16.2 Competitors are reminded that the MSA Regulations for cars taking part in road rallies prohibit all commercial advertising stickers and sign writing, except crew names.

17. STARTING ORDER

17.1 Cars will leave the start in number order as per the published entry list. The Organisers will require all the competing cars to assemble in the starting area before the start.

17.2 The starting interval between the cars will be 1 minute unless a different interval is determined by the Clerk of the Course and notified in an Official Bulletin. The starting order for Days 2 and 3 will be based on overall performance irrespective of Category.

18. ASSISTANCE

18.1 Competitors should be self sufficient and able, where possible, to repair their own cars. However, the Organisers will use their best endeavours to arrange for assistance in the event of emergency road-side repairs. Organiser's Assistance Teams will not be expected to provide a towing service nor to work late hours at the end of the day. All repairs carried out by them are entirely at the risk of the competitor who is taken to agree that they and their agents will not make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

18.2 The only persons who may work on the competing car are its own crew, other competitors or Officials of the event. Additionally, members of the public, the employees of garages and motoring organisations may assist competitors provided their services or the supply of parts has not been pre-arranged. Non compliance will be penalised 'up to exclusion'.

18.3 A groundsheet must be placed under the car before attempting any work in a designated service area and when parked overnight in Parc Ferme

19. DAMAGE DECLARATION

19.1 A Damage Declaration Form will be included with the Time Cards and competitors must complete and sign this at the finish of the event or on retirement. They will have to state whether they have been involved in any incident which may have caused damage to persons or property. If so, full details of the incident must be given.

19.2 Competitors who retire must, within 72 hours, send their completed Damage Declaration Form to the Entries Secretary, giving the location and reason for retirement. Competitors failing to comply with this requirement may be reported to the MSA and incur a fine of up to £100.

19.3 Competitors will be expected to contribute towards any costs or claims incurred in respect of damage caused to property. It is a condition of signing the entry form that competitors accept this clause.

20. ROUTE DESCRIPTION and INSTRUCTIONS

20.1 The event will take place over 3 days and cover a total distance of approximately 700 miles. The average speeds to be maintained will not exceed 50mph on motorways and 30mph on all other roads.

20.2 Road Sections will start and end with a Main Control and contain Time Controls timed to the minute, to check adherence to the time schedule. Within the Road Sections there will be Time Trials and Special Tests, on private land, timed to the second. At intervals along the route there will be Route Checks, Secret Checks and manned Passage Controls to check adherence to the correct route. Skill and judgement from both the driver and navigator will be required to follow the correct route and to adhere to the time schedule.

20.3 The Road Books, issued at the start, will give details of the overall route, the locations of the Main and Time Controls, the Passage Controls, the Route Checks, and the Time Schedules, and the Time Trial and Special Test instructions. The route will be defined by a variety of methods - route descriptions, tulip diagrams, marked maps and test diagrams. An accurate tripmeter and a stop watch will be very useful but no additional maps will be necessary, although a good Road Atlas may prove useful in case of difficulties. Distances will be shown in miles and kilometres. The Organisers times and distances are deemed to be correct and not subject to protest.

21. TIMING

21.1 The Scheduled Timing system will be used. Competitors will be issued with a Time Schedule and a set of Time Cards showing the time allowance between Time Controls from which they can calculate the time that they are due. Penalties will be applied for taking more or less than the time allowed.

21.2 Competitors will be due at the Main and Time Controls at a specific time, their Scheduled Time, but may report to Time Trials and Special Tests at any time that the Start control is open.

21.3 Times at Main and Time Controls will be by marshal's clocks reading to the previous whole minute, (i.e. 11:44:56 seconds will be recorded as 11:44:00), and on Time Trials and Special Tests to the minute and the second.

21.4 Early arrival may be allowed at some Time Controls without penalty. At a Main Time control at the end of a Day there will be 30 minutes Penalty Free Lateness (PFL) and no penalty for early arrival.

21.5 The Maximum Permitted Lateness (MPL) will be 30 minutes at a Time Control and 60 minutes at a Main Time Control. Crew reporting to these controls outside these times will be deemed to have missed the controls and will be penalised accordingly. The Clerk of the Course may modify the MPL at any control.

21.6 A competitor found to have traversed a distance greater than four miles between two consecutive Main or Time Controls in less than three-quarters of the time specified by the official time schedule will be penalised 30 minutes for a first offence and exclusion for a second offence.

21.7 Competitors delayed at the start of a Special Test or Time Trial by the Officials may claim a Delay Allowance to increase their Penalty Free Lateness (PFL). It is the competitors' responsibility to ask for their Delay Allowance. All Delay Allowance will be cancelled at the next Main Control and no retrospective claims will be allowed.

21.8 Competitors are responsible for presenting and collecting their Time Cards at the various control points and for ensuring that the cards are stamped or signed and the times recorded accurately. The time recorded will be the time that the Time Card is personally presented by a member of the crew. Loss of a Time Card or any alteration or amendment made to the Time Card will be penalised 'up to exclusion', unless such alteration or amendment has been approved and authenticated by an event Official.

22. CONTROLS

22.1 There will be up to ten types of controls and checks:

Main Controls (MC)	Timed controls at the start and end of each Day. (Timing will be to the previous full minute)
Time Controls (TC)	Timed controls where competitors are due at specific times (Timing will be to the previous full minute)
Time Trial Start (TS)	Timing point at the start of each Time Trial (Timing will start on the next full or half minute)
Time Trial Intermediate (TI)	Timing point at undisclosed location during Time Trial (Timing will be to the previous full second)
Time Trial Finish (TF)	Timing point at the end of each Time Trial (Timing will be to the previous full second)
Special Test Start (SS)	Timing point at the start of each Special Test (Timing will start on the next full or half minute)
Special Test Finish (SF)	Timing point at the end of each Test (Timing will be to the previous full second)
Passage Controls (PC)	Untimed controls to check adherence to the correct route
Secret Checks (SC)	Untimed controls to check adherence to the correct route and to observe driving behaviour.
Route Checks (RC)	Untimed and unmanned points where competitors must record information to check adherence to the correct route.

22.2 Crews will receive information and documentation to enable them to locate all these Controls, to visit them in the correct order and to complete the route correctly.

Time Controls – MC and TC

22.3 Time Controls will be located by the roadside or inside buildings such as cafes or hotels their locations being clearly identified by a flag or 'control' board prominently placed by the Rally Official.

22.4 Time Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. The Time Cards will show the Standard time for Time Controls (MC,TC) and a guide to the Standard Time, in brackets, for Passage Controls (PC), Time Trials (TS) and Special Tests (SS).

22.5 Competitors will be penalised for missing a Control, reporting early or late at a Control, approaching from the wrong direction, visiting Controls out of sequence or more than once and not complying with the instructions of a marshal in charge of a control point.

Time Trials – TS, TI and TF

22.6 Time Trials will be held on roads open to normal traffic and the start, intermediate and finish controls will be included within a timed road section between two Time Controls. Unlike Main and Time Controls there is no specific scheduled arrival time for each competitor. Competitors will be started at 1 minute or 30 second intervals.

22.7 Competitors will be required to maintain as closely as possible the set average speed, this will not exceed 30 mph. As the location of any intermediate and the finish control will not be disclosed there will be no advance warning board of these timing points and the time of reporting will be the exact time, to the second, of stopping at the control line.

22.8 Competitors will be penalised for missing a Time Trial or stopping in sight of a timing point. Penalties will be applied at the rate of one second for each second before or after the ideal time.

22.9 Every care will be taken to ensure the accuracy of the distances and times given by the Organisers, however, neither will be subject to query, protest or appeal.

Special Tests – SS and SF

22.10 Special Tests of driving skill and manoeuvrability may be included during the event. Competitors will be issued with a description and diagram of the test in order to complete it correctly, the course being defined by markers such as traffic cones and arrows, as necessary.

22.11 Unlike Main and Time Controls there is no specific scheduled arrival time for each competitor. Competitors will be started at 1 minute or 30 second intervals.

22.12 For each Test a Minimum Time will be published based on completing the Test at a 30mph average, and any competitor recording a shorter time will be given this Minimum Time. Similarly, a Maximum Time will be published and any competitor recording a longer time will be given this Maximum Time. Otherwise, the actual time taken will be given.

22.13 The marshal will give the competitor a count down to when he must start. At the end of the test competitors must "stop astride" a clearly defined finish line when the marshal will stop his stopwatch and record the time taken for the test. If there is already a car at the stop line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops.

22.14 Competitors will be penalised for missing a Special Test, jumping the start, not performing the test correctly, striking or passing the wrong sides of cones.

Passage Controls – PC, Secret Checks – SC and Route Checks – RC

22.15 At the first two of these checks the marshal will stamp or sign the Time Card. In the case of the third check the competitors will be required to record on the time card the information requested, a landmark, eg, a pub name, that is clearly visible on the correct route. Crews failing to collect a stamp, a signature or not recording the correct information will be deemed to have missed the control or check and will be penalised.

23 PENALTIES

23.1 Overall penalties will be expressed in minutes and seconds. The overall results will be determined by adding together all the penalties at the Main Controls, Time Controls, Passage Controls, Secret Checks, Route Checks, Time Trials and Special Tests plus any other penalties that may have been incurred.

Article		Penalty
	Start Refused	
	Non-compliance with documentation, safety or advertising regulations	Start refused
	Penalised from 5 minutes up to Exclusion (at the sole discretion of the Clerk of the Course)	
14.3	Non-compliance with safety regulations	Up to Exclusion
16.2	Non-compliance with identification and advertising regulations	Up to Exclusion
11.3 - 11.12	Non-compliance with competitor obligations	Up to Exclusion
18.2	Non-compliance with assistance regulations	Up to Exclusion
22.5	Non-compliance with the instructions of a marshal	Up to Exclusion
21.8	Loss or alteration of time card	Up to Exclusion
13.2	Report by Judge of Fact or Driving Standards Observer	Up to Exclusion
	Time Penalties	
22.5	Failing to report at a Main Control (MC)	60 minutes
22.5	Failing to report at a Time Control (TC)	30 minutes
22.5	Visiting Controls out of sequence or approaching from or leaving in the wrong direction	5 minutes
21.6	Breaking the 'three quarter' rule	30 minutes
21.5	Failing report at an MC or TC within MPL	Maximum lateness
21.1	Reporting before due time per minute at an MC or TC	2 minutes per minute
21.1	Reporting after due time per minute at an MC or TC	20 secs per minute
22.15	Failing to report at a PC or SC	2 minutes
22.15	Failing to record the correct information at an RC	1 minute
22.8	Failing to report to a Time Trial start	20 minutes
22.8	Failing to report to a Time Trial timing point	10 minutes
22.8	Each second before or after the ideal time at a timing point	1 second
22.8	Stopping in sight of a timing point	1 minute
22.8	Maximum penalty on a Time Trial	20 minutes
22.12	Taking less than the Minimum Time for a Test	Minimum Test time
22.12	Taking more than the Maximum Time for a Test	Maximum Test time
22.12	Taking more than the Minimum and less than the Maximum time for a Test.	Actual time taken
22.14	Touching or moving a course marker on a Test	5 secs per offence
22.14	Failing to stop astride the finish line on a Test	10 seconds
22.14	Failing to report to a PC on a Test	2 minutes
22.14	Making a false or jump start on a Test	1 minute
22.14	Failing to attempt or finish a Test	Maximum Test time
22.14	Following an incorrect route on a Test, eg taking the incorrect route at a Split or short cutting part of the Test	Maximum Test time
22.14	Maximum penalty on a Test	Maximum Test time
22.14	Following incorrect route but then correcting the mistake	No penalty
22.14	Driving against rally traffic on a Test	Up to Exclusion

24 Results

24.1 The principal awards for the event will be the Category Cups and the Finishers awards. Only those crews completing the whole route will qualify for the Cups.

24.2 The Team Awards will be based on the performances from the three nominated cars, all of whom must be classified as finishers.

24.3 Ties will be decided by giving preference to the older car (taking only into account when the model first entered production) and then on the total point penalties on the Test sections.

24.4 Results will be posted at Rally Headquarters as soon as possible after the end of each day and where practical, copies will be made available to individual competitors.

25 QUERIES and PROTESTS

25.1 Crews should check their penalties promptly and if necessary submit any queries on an Official Query Form to the Rally Secretary. Queries relating to penalties incurred on any day must be submitted within 1 hour of the closing time of the final control point of the following day. Queries submitted after this time will not be considered.

25.2 After publication of the provisional results at the end of the event a period of 1 hour will be allowed for queries. Only queries submitted before the end of this period and relating to penalties incurred during the final two days of the event will be considered. A further 30 minute period may be allocated during which the Organisers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30 min period will be allowed for protests. After this the results will be declared Final.

25.3 Any protest must be submitted in writing to the Clerk of the Course before the results are finalised. If his decision is not accepted the competitor may appeal to the Rally Steward who will adjudicate as appropriate.

26 AWARDS

26.1 Finishers Awards will be presented to all crews who report to the Main Time Control at the start of each Day and the Finish Control in Edinburgh, all within maximum permitted lateness and without having incurred a penalty of exclusion.

26.2 Crews winning a Category Award do not also qualify for a Class Award. The same three cars may not form more than one Team and Teams may not win more than one award.

26.3 Awards will also be presented as follows:

Pioneer Category – First, Second, Third

Vintageant Category – First, Second, Third

Classes within Categories

Team Prizes (Best Team, Best Marque Team)

‘Spirit of the Rally’ Trophy

‘Against all Odds’ Trophy

Concours d’elegance -- Best presented crew

Concours d’elegance -- Best presented car

Best performance on the Special Tests

Best performance on the Regularities / Jogularities

Best performance by a car that has competed in one of the Peking to Paris events, (1997,2007,2010)

26.4 Additional awards may be presented at the Organiser’s discretion.

26.5 All competitors are invited to the Prizegiving but those not attending will forfeit their awards, which will not be reassigned. The time and place of the Prizegiving will be notified in an Official Bulletin.

continued

Rally Timing

The whole essence of a Rally is to follow a prescribed route from A to B and the greater the deviation from the route or the time schedule the greater the penalty.

Along the route there will be **Main** and **Time Controls** at which each competitor is due at a specific time. Penalties are applied for being early or late at these controls. (The penalty for arriving early is twice the penalty for arriving late). It is also a requirement to visit all the controls, in the correct sequence and from the correct direction.

The timing system you need to be familiar with is '**Scheduled Timing**'. This system is based on the actual time of day that you should arrive at each **Main** or **Time Control**just like a train timetable.

'**Standard Time**' is the time of day that a notional car '0' should be at each timed control. This **Standard Time** is shown on the Time Card against each Control.

'**Scheduled Time**' is the time of day that each competitor is required to be at each timed control. This is calculated by adding the competitor's start number, multiplied by the start time interval, to the **Standard Time**. For example, if the **Standard Time** for car '0' at Time Control 1 is 0930 and you are starting car number 8 then your **Scheduled Time** at that same time control is 0938.

'**Due Time**' is the time of day that each competitor is required to be at each timed control inclusive of any lateness. If no time penalties have been incurred the **Scheduled** and **Due Time** will be the same.

'**Penalty Free Lateness**' allows a competitor who is late at one timed control to be to be the same amount late at a subsequent timed control without being penalised again.

'**Maximum Permitted Lateness**' at a timed control is normally 30 minutes after the **Scheduled Time** at which a competitor is due to be there.

'**Outside Total Lateness**' the time when a competitor is considered to have missed a **Main** or **Time Control** by being more than the **Maximum Permitted Lateness** after **Scheduled Time** (including any Delay Allowance).

'**Early Penalties**' You may arrive early at a timed control but do not 'book in' before your **Scheduled Time**, unless specifically permitted, eg, at the end of a Day.

'**Late Penalties**' Each minute late at a timed control will be penalised but you can remain that amount late at subsequent controls without being penalised again.

Always try to return to your **Scheduled Time** so as to keep away from **Maximum Permitted Lateness**. If this is exceeded you are still due at the next timed control at your original **Scheduled Time**. so part of the route, a Time Trial or Special Test may have to be missed in order to achieve this.

'**Make Up Time**' Lateness at one timed control can be 'made up' by reporting at the next timed control at any time not earlier than **Scheduled Time** (never 'book in' before this time), and never make up so much time that the time taken is less than three quarters of that shown on the time schedule. At rest halts all lateness must be made up so as to restart again on **Scheduled Time**.

'**Delay Allowance**' Competitors can request a **Delay Allowance** to increase their **Penalty Free Lateness** if delayed at the start of a Special Test or Time Trial by an event Official.

Time Trials

These are otherwise known as Regularities or Jogularities and in both cases the objective is to maintain a set average speed(s) from the Start to the Finish control. Between these controls there may be one or more intermediate timing points at undisclosed locations.

On a Jogularity section all the information necessary to follow the route and to keep to the time schedule will be given in the Road Book. This will show the interval and cumulative mileages, the required average speed(s) between easily identifiable landmarks, the total elapsed time from the start and the directions at junctions in order to follow the correct route.

On a Regularity section a map and speed tables will be provided in order to follow the correct route and to calculate the distance to be travelled for the average speed(s) given.

In both cases timing will be from the Start control to an intermediate timing point and then separately from that point to the Finish control. If early or late at a timing point penalties will have been incurred and timing starts again to the next timing point. Therefore to maintain the correct average speed to the next timing point time lost or gained can not be made up or reduced.

The location of the intermediate and finish timing points will not be disclosed in advance but they will be at least 2 miles apart and on a Jogularity will be located adjacent to a given landmark. There will be no advance warning board of a timing points and the time of reporting will be the exact time, to the second, of stopping at the control line. Slowing down in sight of the control is permitted but stopping will be penalised.

For more useful hints and tips on preparing a car and then competing in a rally contact the Rally Office for a copy of book 'How to Build a Successful Low Cost Rally Car' and the booklet entitled "How to Win a Road Rally"



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