



**ANDREW PHILIPS MEMORIAL  
SINGLE-VENUE  
STAGES RALLY**

March 20th, 2022

EVENT REGULATIONS

# Contents

---

<b>ANDREW PHILIPS MEMORIAL SINGLE-VENUE STAGES RALLY .....</b>	<b>0</b>
<b>Contents .....</b>	<b>1</b>
<b>SECTION 1: Programme / Timetable .....</b>	<b>2</b>
<b>SECTION 2: Organisation.....</b>	<b>3</b>
<b>Item 1: Organising Committee and Officials of the Event .....</b>	<b>3</b>
<b>Item 2: Event Description .....</b>	<b>4</b>
<b>Item 3: Eligible Vehicles .....</b>	<b>4</b>
<b>Item 4: Eligible Competitors.....</b>	<b>4</b>
<b>Item 5: Entry Forms, Entries and Insurance .....</b>	<b>5</b>
<b>Item 6: Amendments, Interpretations of Regulations, Bulletins .....</b>	<b>5</b>
<b>SECTION 3: General Regulations .....</b>	<b>5</b>
<b>Item 7: Competitor Obligations .....</b>	<b>5</b>
<b>Item 8: Obligations and Rights of the Organisers .....</b>	<b>6</b>
<b>Item 9: Pace-notes .....</b>	<b>7</b>
<b>Item 10: Rest Stops, Servicing and Repairs .....</b>	<b>7</b>
<b>Item 11: Advertising.....</b>	<b>7</b>
<b>Item 12: Rally Control .....</b>	<b>8</b>
<b>SECTION 4: Scrutineering.....</b>	<b>8</b>
<b>Item 13: Scrutineering .....</b>	<b>8</b>
<b>SECTION 5: Running The Event.....</b>	<b>8</b>
<b>Item 14: Start, Service and Re-Start .....</b>	<b>8</b>
<b>Item 15: Timing Procedures .....</b>	<b>9</b>
<b>Item 16: Controls .....</b>	<b>10</b>
<b>Item 17: Final Control .....</b>	<b>11</b>
<b>Item 18: Summary of Penalties .....</b>	<b>12</b>
<b>SECTION 6: Results &amp; Protests.....</b>	<b>13</b>
<b>Item 19: Classifications and Awards .....</b>	<b>13</b>
<b>Item 20: Protests and Protest Fees .....</b>	<b>13</b>

## **SECTION 1: Programme / Timetable**

<b>DATE</b>	<b>EVENT</b>	<b>LOCATION</b>
Mon., Mar 7th	Entries open, 9am	Motor Sport Services.
Thu., Mar 17th	Entries close, 4pm. Entry fees due.	Motor Sport Services
Fri. / Sat., Mar 18 <sup>th</sup> & 19 <sup>th</sup>	Recce: 8am - noon (SS 1 - 4); noon to 4pm (SS 5 - 8)	Vaucluse Raceway
Sun., Mar 20th	Scrutiny 8am	Vaucluse Raceway Pits
Sun., Mar 20th <sup>T</sup>	Competition numbers and route cards issued, 8am.	Vaucluse Raceway Pits
Sun., Mar 20th	Briefing meeting, 9am	Vaucluse Raceway Pits
Sun., Mar 20th	START Car 0 arrival time at SSA-1, 10am. FINISH approx 4pm.	Vaucluse Raceway Pits
Sun., Mar 20th	PRIZE-GIVING, approx. 5pm. Provisional results issued by Rally Control 30 minutes after last car finishes SS8 by Whatsapp followed by 30 minute allowance for protests in writing to Clerk of the Course.	Vaucluse Raceway Clubhouse

## **SECTION 2: Organisation**

---

### **Item 1: Organising Committee and Officials of the Event**

Route Setter	Stuart White
Clerk of the Course	Winston Grecia
Deputy Clerk of the Course	Philip McConney
Stage Commander	Elridge Grant
Chief Scrutineer	Adrian Linton
Rally Control	Michelle King
Stage Preparation Coordinator	Stuart White
Chief Timekeeper	Paul Allen
Rally Results	Paul Allen
Secretary of the Meeting	Bruce Wilkie
Start/Service Area Coordinator	TBA
BMF Safety Officer	TBA
Stage Clearer	TBA
Security	TBA
Chief Medical Officer	TBA
Stewards	Willie Hinds, Trevor Mapp, Colin Goodman
Website Manager	TBA

## **Item 2: Description of the Event**

1. The name of the event is "Andrew Philips Memorial Single-Venue Stages Rally 2022" and is open to holders of BMF, FIA and RAC MSA competition licenses. The event is held under the Competition Regulations of Vaucluse Raceway Motor Sport Club, these Event Regulations with amendments and any instructions communicated at the Briefing Meeting or by Official Whatsapp group.
2. The Special-Stage Rally will take place in Barbados on Sunday, March 20<sup>th</sup>, 2020, starting from Vaucluse Raceway Service Area, St. Thomas with Car 0 through TC1 at 10am. There are 8 scheduled special stages held on private roads divided into 2 routes. Vaucluse Raceway is the Start, Service Area and the Finish venue.
3. The Promoter is Vaucluse Raceway Motor Sport Club whose address is Hopewell, St. Thomas, Barbados, BB22080.
4. The Organiser is Vaucluse Raceway Motor Sport Club whose address is Hopewell, St. Thomas, Barbados, BB22080. VR MSC is a member of the Barbados Motoring Federation (BMF) and through this BMF member status is affiliated to the FIA, the International Governing Body of Motorsport.
5. Navigation will be by diagram.

## **Item 3: Eligible Vehicles**

1. The following classes will be eligible for entry.
  - Modified 4WD
  - Touring
  - Classic
  - BimmaCup
2. A class is constituted by three cars; where a class is not subscribed, cars will be merged to the next class for which they are technically eligible. Any cars entered in unsubscribed classes which still have not been classified after merging will compete against the Field for overall positions only.
3. Fuel; the following fuels are allowed:
  - a. Locally available Pump Fuel (Rubis, SOL, Esso)
  - b. VP C3, 109
  - c. AvGas
  - d. Sunoco 260 GT

## **Item 4: Eligible Competitors**

1. Individual BMF, FIA or RAC MSA licensed drivers are eligible to enter, provided they show proof of valid National or International license at scrutiny. Members of BRC, MCBI, BARL and BPMSI are specifically invited to take part. **Cars do not have to be licensed and insured for road use in order to take part.**
2. No suspended member of any Member Club of the BMF (Barbados Motoring Federation) will be allowed to take part as a competitor. No person whose driving license has been suspended by a court empowered by law to do so shall take part as a driver, but may do so as a navigator provided he/she does not drive at any time during the event under penalty of disqualification.
3. No person suffering from any disability, whether permanent, temporary or otherwise and which is likely to negatively affect their normal ability to control their vehicle, may compete in this event without first declaring their disability to the Organisers and subsequently obtaining their express written consent for participation. Organisers reserve the right to decline consent for participation should they feel the competitor is reasonably impaired from normal levels of control of the vehicle at high speeds or otherwise poses a threat to spectator and Marshal Safety.
4. Any member of the Organizing Committee or any individual who has assisted in the organization of this event is free to compete in the event.

### **Item 5: Entry Forms, Entries and Insurance**

1. The maximum number of entries will be 40. Entries will be accepted as received.
2. Rally Insurance, covering 3<sup>rd</sup> party risk only, is obligatory and will be included in the entry fee. Competitors are required to obtain this insurance in order to compete, however they may also seek more comprehensive insurance if available to them.
3. **Entry fees are BDS \$350.00 plus \$150.00 insurance premium.** All entry fees are due by the stated close of entries, and no entry will be considered complete unless accompanied by the full entry fee.
4. Withdrawal of entries:
  - i. Competitors paying the full fee on entering but having to withdraw at a date before the entry deadline shall be refunded in full.
  - ii. Competitors failing to start shall be refunded 100% of the insurance fee and 50% of the club fee.
5. All competitors MUST sign an original copy of the entry form with all details completed.
6. All entries made within the deadline will be received at the point of entry; however this does not guarantee participation in the event. Should any entrant not make the first Starters List (a list of accepted entries), then they will be "wait-listed" in the order their entry was received. This wait list will be in effect until the last car leaves the start line, such that any competitor who fails to start will be replaced with a wait-listed competitor.
7. Entry fees will be refunded in total;
  - a. To any entrant whose application is refused.
  - b. To any wait-listed competitor who cannot start the rally through lack of space.
8. **NO INCOMPLETE ENTRY FORMS WILL BE ACCEPTED.**

### **Item 6: Amendments, Interpretations of Regulations, Bulletins**

1. The organisers reserve the right to alter the provisions of these Event Regulations, in accordance with the Competition Regulations of the Club, should conditions and circumstances arise which warrant said alterations. In such cases, competitors will be notified in advance by the Rally Secretary and/or the Clerk of the Course.
2. All amendments and alterations shall be communicated by a dated and numbered bulletin, and will be considered an integral part of these regulations.
3. At the Official Briefing meeting, the Organisers may express clarifications, alterations or amendments VERBALLY; these shall be recorded by the secretary at the meeting but may not be distributed in writing. Such verbal communications will also be considered an integral part of these regulations.
4. Any dispute surrounding the interpretation of these regulations shall be settled entirely by the Stewards of the Meeting, subject to the various rights of appeal provided by the Competition Regulations.

## **SECTION 3: General Regulations**

---

### **Item 7: Competitor Obligations**

1. Only two persons shall travel in each car entered: a driver and a navigator. Both shall be deemed to be competitors. **Both shall have to show proof of COVID-19 double-vaccination at the time of entry.**
2. Except in accordance with official approval or instructions the persons carried at the start shall not be varied during the event but the driver and co-driver may change positions provided that the co-driver holds valid Driver and Competition Licenses, and those licenses have been checked by scrutineers.
3. Competitors will be responsible for ensuring that they are supplied with all fuel and other consumables as no

assistance should be expected from the organizers during the Rally.

4. It is the responsibility of every competitor to see that all laws are complied with and the Organizing Committee accepts no responsibility for any infringement by any competitor or official.
5. Competitors shall declare to the Organizers at the finish of the rally whether they have been involved in any incident involving any other person or property during the rally.
6. Any competitor driving at excessive speed, or in a negligent manner, or convicted of any driving offence during the rally on any non-competitive road section may be fined or excluded.
7. Where any competitor has been proven to have unreasonably baulked another competitor the offending competitor will be subject to at least a penalty of 60 seconds and at the discretion of the organizers, possible exclusion from the event.
8. Competitors are required to obey all warning flags shown by Marshals during the course of a live stage; failure to comply will result in exclusion from the event. The flags that will be used in the event of an incident, or to otherwise warn competitors to adjust their speed are as follows:
  - a. **Green Flag – Lifted from windshield** Start.
  - b. **Yellow Flag - Stationary.** Danger, proceed with caution.
  - c. **Yellow Flag - Waved.** Great Danger, be prepared to stop.
  - d. **Red Flag.** Complete and immediate stop.
9. **Competitors are not permitted to consume any alcoholic drinks for 12 hours prior to the Competition.** The Organizers may exclude before or during the Competition, any driver considered as possibly unfit by reason of health or consumption of alcohol or drugs. A "Breathalyser" test may be performed on random Crews. Competitors with readings exceeding 0.01% will be disqualified from this event.
10. Competitors may be subjected to random drug testing on conclusion of the event. Any competitor testing positively for illegal drugs, or failing to go for testing within 48 hours of being requested to do so, will be disqualified.
11. Any crew that misses a control may rejoin the rally and the next convenient control but will be excluded from overall results.

### **Item 8: Obligations and Rights of the Organisers**

1. A Copy of these Event Regulations with attached Entry Form will be made available to every entered crew by e-mail or other means. It is the responsibility of all competitors to ensure they have read these regulations.
2. The Organisers will provide a map of route instructions for competitors to follow during the event.
3. Competitors will be provided with a book of "Time Cards" for the purpose of recording all information at control points along the route. These cards, and their presentation to Marshals whenever so requested, are the sole responsibility of the competitor. The Organisers will provide one set of time cards per crew.
4. The Organisers may, at their discretion;
  - a. Refuse any entry without giving a reason.
  - b. Offer an applicant whose entry is refused a reserve entry.
  - c. Refund any entry fee or excuse payment of such.
  - d. Abandon, cancel or postpone the competition due to unforeseen circumstances.
  - e. Delete or amend any part of the route, competition or time requirements in the case of unforeseen circumstances.
  - f. Distribute the awards at their discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
  - g. Reduce the number of awards in any class should it not meet subscription requirements.
  - h. Offer awards additional to those described in these Regulations.
  - i. Exclude any person or vehicle appearing on examination to be ineligible for the competition (or class therein) to which the signed entry form refers.
  - j. Offer any excluded competitor the opportunity to transfer their entry to the appropriate class, if applicable.
  - k. Re-check provisional results between posting at the Finish and the distribution of awards in order to apply

any time control penalties that were overlooked prior to posting provisional results.

- l. Appoint "Judges of fact" during the course of the event whose responsibilities will include verifying that all competitors comply with these regulations. In particular, these judges will be empowered to determine whether or not a competitor has followed the correct route during a stage, travelled at excessive speed and/or created excessive noise and/or driven in a manner considered dangerous to the general public at any road section, service park or while on reconnaissance of the stages for the purpose of making pace notes.
- m. The Promoters decline liability in any accident caused by or to a competitor or competitors. The Promoters also decline liability for any breach of Laws or other regulations by competitors, the consequences of which shall be said competitor's responsibility entirely.

### **Item 9: Pace-notes**

1. PACE-NOTES ARE ALLOWED BUT PRACTISING IS NOT. Any competitor reported by an organiser or official or Judge of Fact to be driving above 60Km, or in a dangerous manner may incur a 30 second stage time penalty per offence.
2. Vaucluse Raceway will be open on Friday, March 18th and Saturday, March 19<sup>th</sup> from 8am to noon to allow the making of pace-notes for SS 1 - 4 and from noon until 4pm for making of pace-notes for SS 5 - 8.
3. No competition cars are allowed on the special-stage courses before the event.
4. Competitors are allowed as many passes over a stage as are necessary for making pace notes.

### **Item 10: Rest Stops, Servicing and Repairs**

1. Rest stops will be advised through the rally schedule, which will be given to competitors at the start of the event.
2. The only official service area is Vaucluse Raceway Pits.
3. Each crew will be allowed **ONE (1)** service vehicle into the service area, the registration number of which must be listed on the entry form.
4. Service vehicles may freely leave and enter the service park.
5. Competitors will be allowed to utilize regular assistance organized in advance throughout the duration of the rally; repairs, maintenance and refuelling are freely permitted within the designated service area. In case of breakdowns outside of the designated service areas, assistance may be called and the vehicle may be towed back to the designated service area for repairs.

### **Item 11: Advertising**

1. Competitors are allowed to affix any kind of advertising to their cars provided that:
  - a. It is authorized by the national laws and organizing conditions for this event;
  - b. It is not likely to give offence;
  - c. It does not encroach upon the spaces reserved for event sponsor plates and competition numbers;
  - d. It does not interfere with the crews' vision in any direction.
2. Spaces reserved by the Organizers are as follows;
  - a. **Each Front Door:** White Panel, 20" wide x 14" Tall (For Competition number)
  - b. **Bonnet View:** 100 sq. ins
  - c. **Rear window and boot:** 100 sq. ins
  - d. **Each side:** 100 sq. ins.
3. Any competitor may refuse to comply with Item 11:2 above in any respect, EXCEPT for the mandatory competition number, provided they pay a fine of BDS \$1.00/sq. inch for any sign refused.
4. Any means of identification (Competition #'s, seeding #'s) fixed for the competition MUST be removed immediately following the end of the competition, or upon retirement.



### **Item 12: Rally Control**

1. Rally Control will be located in the Control Tower. The contact number for the SoM will be +1246 262 1026.
2. Any competitor missing a stage altogether by not reporting to the SSA Control, MUST call Rally Control to inform them of their re-entry to the Rally, and will be given an estimated arrival time at the next viable stage.
3. Any competitor entering Rally Control office without the written or verbal consent of the Rally Control Coordinator or his/her deputies, may be penalised.

## **SECTION 4: Scrutiny**

---

### **Item 13: Scrutineering**

1. All competitors will have their vehicles scrutineered on the date stated in the programme at the beginning of these regulations.
2. Any team taking part in the rally must arrive at scrutineering with its fully equipped crew and car.
3. Scrutiny will be of a general nature and will include, but not be restricted to, driver's licenses, competition licenses, insurance, apparent conformity of the car with the group and class in which it has been entered, essential safety items, noise level (108 decibels measured at 4500 rpm), hazard/medical aid signs, mandatory vehicle displays and conformity of the car with the Road Traffic laws of Barbados.
4. Where mandatory identification marks are affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the car may be excluded from the event.
5. No driver or car will be allowed to participate in the event if, on examination, it is found that the vehicle does not meet, or exceeds, the specific requirements for the Group/Class to which the entry refers. Any fraud discovered shall result in the exclusion of the crew from the event, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority to which the entrant or accomplice belongs may be asked to impose heavier sanctions.

## **SECTION 5: Event Running**

---

### **Item 14: Start, Service and Re-Start**

1. The start will be at 8am on Sunday, March 20th. Car #0 must arrive at SSA-1 at 10am with the remaining competitors starting in numerical order at intervals of one minute thereafter according to their seeding. Competitors are required to arrive at the start no later than 8am at Vacluse Raceway Pits, St. Thomas, where they will be required to sign a starter's sheet and receive their start numbers. Failure to comply with this arrival time will result in a penalty of:
  - a. Up to 60 minutes late: **1 second added to Route 1 stage times per minute late.**
  - b. More than 60 minutes late: **EXCLUSION from Route 1; Competitor may rejoin for Route 2.**
2. Any competitor(s) not reporting at the start or any restarting points as instructed may be excluded and may forfeit their starting position. After the competition has started, no claim shall be allowed for **Force Majeure** or **Baulking** with respect to competitors starting the event.
3. Competitors will be seeded numerically in order of anticipated performance with consideration given to international seeding and previous performances.
4. All regularly scheduled service halts shall be included on the time cards and the rally schedule. **At all times SCHEDULED TIMES must be adhered to.** Competitors are reminded that Judges of fact will be present along the entry and exit routes to the service parks, and any traffic infringements will be penalised.

## **Item 15: Timing Procedures**

1. **This event will run according to 'Scheduled Timing'. TIME OF DAY WILL BE AS PER ATOMIC CLOCK NTP – TIME <https://apps.apple.com/us/app/atomicclock-ntp-time/id1402993049>**
2. Standard Time is the time of day a notional Competitor number zero would be due at any control or check. Before the start of the rally, a schedule of special-stage controls will be published.
3. Scheduled Time is the actual time of day each Competitor is required to be at any specific point.
4. Scheduled Time can be calculated for any point by taking a Competitor's Competition number in minutes and adding that to the published scheduled time for any control.
5. Competitors are given a lateness allowance of 15 minutes penalty-free in any single instance and 30 minutes total lateness in any route. Surpassing 30 minutes in a route will incur an **"Outside Total Lateness" (OTL)** penalty as prescribed in these regulations.
6. Delay Allowance is an allowance free of penalty granted to specific Competitors following a delay under the instructions of the CoC. Any Delay must be recorded by the competitor on the time card. Lateness will not be carried forward to following controls i.e the Standard Time Schedule shall remain in effect for the duration of the event.
7. Due Time is the time a Competitor is due at any control or check.
8. Penalised Time is the difference between Due Time and an earlier or later arrival time.
9. At the start of the rally each crew will be given a series of "Time Cards" on which the time required for Car 0 to be at SSAs will be noted as well as a seeded starting order. Crews must add their seeded number to the Scheduled Time to determine their SSA Control time.
10. Time cards MUST be handed in at the final SSA control. Each Crew is solely responsible for these cards and is responsible for showing them at the different controls, as well as for the accuracy of the information recorded upon them.
11. **Stage (Competitive) Timing**
  - a. Stages will be timed to the nearest 10<sup>th</sup> of a second using the Primary Timing System (PTS).
    - i. Start time will be allocated by the start marshal and communicated to the competitors.
    - ii. Starts will be by green flag lifted from the windshield. There will be no count down by marshals, it will be up to competitors to count down their own start time.
    - iii. Finish time will be recorded automatically by the PTS as well as a backup system.
    - iv. Stage times will be published on the competitors' Whatsapp group as they become available.
  - b. In the case of failure of the primary system, a backup system of synchronized manually activated stop clocks will be used to time to the nearest second.
    - i. Backup timing Marshals will continuously record competition numbers and finish times for every vehicle that passes flying finish, all data will be kept as a backup.
    - ii. Clocks will be stopped manually as the car visibly crosses the finish line.
    - iii. In the case of PTS failure backup times will be applied automatically by Rally Control.
  - c. Where a competitor is unfairly baulked they will receive a notional time by Rally Control. This "Notional Time" will be calculated as follows:
    - i. In the case where special stages are repeated multiple times, average or other time for the particular competitors in the same stage;
    - ii. Where a special stage is run only once, fastest time in class for the stage plus 10%.
    - iii. Where the baulked car is the only remaining car in the class, then the fastest time from the next lower group will be used plus 5%.
  - d. "Baulking" will be defined for the sake of this nominated time as:
    - i. Being prevented from contesting a stage due to premature closure (provided Competitor is still within time limits allowed for SSA check in).
    - ii. Stopping during the course of a live stage to avoid spectators encroaching on the road and/or in

- dangerous spectating positions.
  - iii. Being shown a red flag by a Marshal resulting in immediate stop.
  - iv. Stopping to assist any competitor involved in an accident.
  - v. Where the timing equipment, or its operator, fails to record an accurate finish time for the competitor in question resulting in no stage time being recorded by rally control.
  - vi. Where a competitor is held up on the stage by a slower competitor who may be delayed through mechanical or other difficulty.
- e. All claims of baulking must be reported promptly by the competitor by notation on the time card for the particular stage and earliest possible report to Rally Control. The incident will also have to be substantiated by Marshals who witnessed the baulk.
- f. The penalty for unfairly baulking another competitor is outlined in Item 18: Summary of Penalties. This penalty will be applied if:
- i. Any competitor involved in an accident is NOT injured, but fails to display an "O.K." sign to indicate no need for medical assistance, further causing a competitor to stop and confirm their status.
  - ii. Any competitor intentionally blocks another competitor from making forward progress. Competitors should be aware of cars that may be trying to pass them on the stage; rear-view mirrors are required by the Vehicle Regulations.

## **Item 16: Controls**

### **1. Controls**

- a. Competitors shall visit controls and checks according to their prescribed arrival times. A control or check shall be deemed to extend for 20 metres around the actual point at which the officials are making their records unless clearly visible signs are displayed to define a different area.
- b. Controls, checks, test sites, and special stages will open 15 minutes before the due time of arrival of the first car and close 15 minutes after the due time of the highest missing car. Marshals at these points will be Judges of Fact.
- c. The responsibility of presenting the Route Card rests with the competitor.
- d. Penalties for lateness at controls, as specified in the scoring system, will only be incurred by the competitor once a cumulative 'lateness allowance' of fifteen (15) minutes per control and/or thirty (30) minutes for each Route of the rally has been exhausted.
- e. The Time Card shall clearly indicate what information the organizers require to be recorded, and the places at which these records will be made. The responsibility of ensuring that all information required is correctly and legibly recorded rests with the competitor.
- f. Should any entry on the Time Card not be legible or not appear authentic it may be deemed not to have been made.

### **2. Time Control (TC):**

Time Controls will be used to record the time at which a competitor arrives at a certain point of the published route. These may also be known as **Master Controls (MC)** such as at the Start, Re-Start or Service "Out" controls as these are at published times.

### **3. Special Stage Arrival Control (SSA):**

- a. At this control the Marshal will verbally instruct the competitor's time of arrival when the competitor is present and indicates he/she is ready to receive it. The competitor will write this time on their time card as well as the **provisional** start time for the special stage on the card, which will be 3 minutes after the arrival time, allowing the crew time to prepare. The route of the rally will contain **SSA CONTROL** signs.
- b. The area between the SSA control and the Special Stage Start (**SSS**) Control is a No Service Zone, and no service crews will be allowed to enter this area at any time during the running of a stage; however should a competitor need to change a wheel or perform emergency repairs **without external assistance**, then allowance will be given and a new start time recorded. Wherever possible competitors should be courteous in allowing other competitors to pass them in order to get back in their correct running order for arrival at SSA. No overtaking is allowed within the SSA control

area.

- c. An SSA Marshal may, under orders from the Clerk of the Course, physically signal competitors to enter the control early and inform them that they have been authorized to register their **DUE ARRIVAL TIME** (calculated by the crew on the Time Card) as their **ACTUAL SSA ARRIVAL TIME** regardless of the fact that the real time of day is earlier than the time due at the control. In this way the SSA Marshal can speed up the starting of the stage without penalizing crews for early check-in.
- d. Any Competitor arriving at the start of a stage more than 15 minutes after their due arrival time will be considered OTL and excluded from overall results. As long as the stage is still open they shall still be allowed to complete the stage.
- e. Competitors electing to miss a stage due to lateness are required to phone Rally Control, alert them of their situation, then proceed to the next available stage as agreed with Rally Control.
- f. SSA will remain OPEN until 15 minutes after the highest missing car is due to arrive. As this highest car arrives, the closing time is recalculated based on the next missing car. This procedure continues until closing time has been surpassed; at this point the stage will be deemed closed and completed.

#### 4. **Special Stage Start Control (SSS)**

- a. At this control the Marshall will instruct the competitors as to their ACTUAL stage start time, which will normally correspond with the provisional start time in hours and minutes. The Marshall can allocate a later start time if necessary, but not earlier than the provisional start time unless the Competitor is prepared at the start line and accepts the earlier start time.
- b. Where a crew has approached the start line later than their provisional start time, and the SSS Marshals have had no delays on the line but have been waiting for the Competitor to get to SSS from SSA, then the Start Marshal will call forward the next car and give it a start time, in effect allowing the stalling car to be passed within the control zone and without penalty to the passing car.
- c. **Special Stage Start Procedure:**
  - iii. Competitors will approach the start line and stop where indicated by the start-line marshal.
  - iv. A Start time will be confirmed by the Start Marshal and the competitor will write it on the time card.
  - v. A green flag will be placed over the windshield of the car. No verbal countdown will be given by any start Marshal.
  - vi. Competitors will start when the green flag is raised from the windshield. No rescheduled times will be given to drivers who baulk at the start line.
  - vii. False starts will be judged by the Start Marshal, and WILL be penalised.

#### 5. **Special Stage Finish Controls (SSF)**

The Competitor will not receive their Special Stage Finish time at this control. Competitors will be warned of the flying finish as well as the "Special Stage Finish" by signs. If a competitor has completed a stage but has been baulked during the run, they are required to make a note on their 'query' card for that leg before handing it in to the Time Card Control at the service park and inform Rally Control at the earliest opportunity.

#### 6. **Signs**

**Special Stage Arrival; Special Stage Start; Special Stage Finish; Special Stage Finish Control**



#### **Item 17: Final Control**

1. The rally will finish after the last special stage.
2. Provisional results will be posted at the official Prize-Giving of the event as noted in the program. Competitors will have 30 minutes to file any protests with the Clerk of the Course on reviewing these provisional results.

## Item 18: Summary of Penalties

For the purpose of this rally, the penalties set out in the following scoring system represent time penalties, in seconds, to be added to the total elapsed time of the competitor for the route in which the infraction occurred.

Item #	Offense	Penalty
18.00	Over Time Limit (OTL)	<b>Competitor classified as a non-finisher.</b>
18.01	For each minute or part thereof, after the minute in which the car is due at an SSA:	
18.01.a	First 15 minutes:	<b>None</b>
18.01.b	16 – 30 minutes in any route:	<b>1 second per minute added to stage time per each minute late.</b>
18.01.c	Over 30 minutes in any route:	<b>OTL</b>
18.02	For each minute or part thereof before the minute in which the car is due at an SSA:	<b>2 seconds added to stage time per each minute early.</b>
18.03	Each minute or part thereof late at a Master Control	
18.03.a	First 29 minutes:	<b>1 second added to stage time per each minute late</b>
18.03.b	30 minutes or greater:	<b>OTL</b>
18.04	For a breach of "No-Service" zone regulations (Item 10:5):	
18.04.a	Items 10:5.	<b>60 seconds added to stage time in that route</b>
18.05	Not complying with any other <b>reasonable</b> instruction by an official provided warning is given that a penalty will be applied	<b>60 seconds added to stage time in that route per offence</b>
18.06	For abusing a marshal	
18.06.a	First occurrence of verbal abuse	<b>60 seconds added to the stage time in that route</b>
18.06.b	Second occurrence of verbal abuse or ANY instance of physical abuse	<b>EXCLUSION from event and possible further penalties as warranted</b>
18.07	For not being ready to start at the required time at the start of the rally or at any stopover point	<b>Penalties as prescribed for lateness at a Master Control (MC)</b>
18.08	For not attempting or being ready to attempt a test or Special Stage when instructed to do so (i.e. once an actual start time has been given)	<b>Competitor's stage time will reflect the start time given by SSS Marshal on the time card</b>
18.09	For not being present at the Control Zone of a special stage within the time the stage remains open, or for not attempting to start the stage once within this zone:	<b>OTL</b>
18.10	For not completing a test or Special Stage	<b>OTL</b>
18.11	For not following the route (except in a case of 'force majeure') as laid out in the route instruction on a special stage, as reported by a Judge of Fact, resulting in an elapsed time advantage.	<b>Fastest time in class + 25%</b>
18.12	For Knocking over track-marking obstacles (cones, barrels, tyres or other course markers)	<b>1 second per obstacle.</b>
NOTE: 18:09, 18:10 & 18:11 above shall be applied automatically based on reports from SSA, SSS and SSF Controls as well as course Marshals appointed as Judges of Fact.		
18.12	For infringement of any regulation in these Event Regulations for which a penalty has been prescribed but not stated	<b>60 seconds added to the stage time for that route</b>
18.13	For "jump-starting" a stage i.e. starting before the time assigned by the start marshal	<b>15 seconds added to stage time</b>

## **SECTION 6: Results & Protests**

---

### **Item 19: Classifications and Awards**

1. To be classified as an overall finisher, a competitor must finish every stage of the rally except those which have been cancelled due to unforeseen circumstances.
2. In the event of tie;
  - a. The Crew with the greater number of fastest stage times will be the winner.
  - b. If not resolved, the crew with the fastest time in the first stage will be considered the winner.
  - c. These criteria will be applied to both Overall and Class position ties.
3. **Awards**

The Prize-Giving ceremony shall take place as described in the programme of events at the beginning of this document. Prizes will be awarded as follows, on the basis of lowest elapsed time plus penalties:

  - a. Top three overall positions.
  - b. Top Group positions.
  - c. Special awards (if any).

### **Item 20: Protests and Protest Fees**

1. **Protests**

Competitors are reminded of the Competition Regulations governing protests and in addition, as follows:

  - a. A protest as to the validity of an entry, qualification of competitor, driver or automobile or course shall be lodged at least one hour BEFORE the start of the competition.
  - b. Any protest against the provisional results must be lodged within 60 minutes of their posting at the finish.
  - c. Any protest regarding vehicle technical infringements must be lodged within 60 minutes of the posting of results.
  - d. After the final posting, protests must be confined to the compilation of the results or mathematical errors. Any protests regarding allocation of penalties will only be entertained if it can be shown that the competitors could not have known of the issue before the results were posted.
2. **Protest Fees**

These are as follows:

  - a. **Disciplinary/Rules:** BDS \$50.00
  - b. **Technical:** BDS \$500.00 initially, and any further amounts that the Stewards of the Meeting may deem necessary to carry out the inspections required, up to a maximum of BDS \$2,500.00 - This will include all expenses to be incurred in the examination of the vehicle, including transportation, and will be born by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.