



**DRUIDALE MOTOR CLUB LTD**  
**Navigation Rally Series**  
**Additional Supplementary Regulations**  
Published 24<sup>th</sup> February 2017

|                          |                             |
|--------------------------|-----------------------------|
| <b>Event Title</b>       | March Rally                 |
| <b>Type</b>              | Navigational Road Rally     |
| <b>Promoters</b>         | Druidale Motor Club Limited |
| <b>Status</b>            | Clubman                     |
| <b>MSA Permit Number</b> | TBA before start            |
| <b>Date</b>              | Friday, 15 March 2019       |
| <b>Venue</b>             | Isle of Man                 |

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These ASR's are to be read in conjunction with the Common Supplementary Regulations for the 2019 Navigation Rally Series as published on the website.

The CSR's apply unless modified by these ASR's and any subsequent bulletin.

### **PROGRAMME**

|                      |   |
|----------------------|---|
| Entries open:        | on publication of these ASR's   |
| Entries Closed:      | Wednesday 6 <sup>th</sup> March 2019 at 20:00hrs  |
| Crew Briefing:       | Wednesday 13 <sup>th</sup> March 2019, 19:30hrs at the TT Grandstand                    |
| Scrutineering:       | Thursday 14 <sup>th</sup> March 2019, 16:00 – 20:00hrs, recommended before 18:00hrs     |
| Documentation:       | Thursday 14 <sup>th</sup> March 2019, from 16:30hrs                                     |
| Start:               | Friday 15 <sup>th</sup> March 2019, 19:41hrs at TT Grandstand                           |
| Finish:              | Saturday 16 <sup>th</sup> March 2019, approximately 01:00 at the Palace Hotel, Douglas. |
| Provisional Results: | Saturday 16 <sup>th</sup> March 2019, 18:30hrs at the Palace Hotel.                     |
| Final Results:       | Saturday 16 <sup>th</sup> March 2019, 19:00hrs subject to regulations                   |

### **SENIOR OFFICIALS:**

|                           |                |
|---------------------------|----------------|
| Clerk of the Course:      | Alan Teare     |
| Deputy CoC:               | Guy Woodcock   |
| Secretary of the Meeting: | Neil Dalrymple |
| Chief Marshal:            | Ian Butcher    |
| Timekeeper:               | Nick Reeve     |

**Article 7:** The Maximum number of entries is confirmed as 20.

**Article 10:** Scrutineering will take place at the TT Grandstand on Thursday 14<sup>th</sup> March 2019 between 16:00 and 20:00. It is recommended that you scrutineer before 18:00 when the boat docks and the main 3 Legs field arrives.  
Documentation will take place at the TT Grandstand at the same times as but following Scrutineering.

**Article 12:** in addition to a Time of Day Watch a Trip Meter will also be required, either driven by the car transmission or a Smart Phone App. It is also strongly recommended that a Stop Watch is carried for use on the Regularity Sections.

**Article 13:** DELETED

**Article 14:** DELETED

**Article 15:** a) DELETED  
b) DELTED

**Article 16:** It is hoped to produce interim results at the Palace Hotel after the finish of the rally before the Provisional results which will be published at 18:30 hrs on Saturday 16<sup>th</sup> March 2019 at the Palace Hotel, Douglas.



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The following Articles are abstracted from the 3 Legs Challenge SR's. The Article numbers refer to the 3 Legs SR's and are not in sequence with this document but apply equally to this event:

**Article 12: Time Cards and Timing Methods**

- Article 12.1: Time Cards, Clipboard and Chip
- Article 12.2: Procedure at Controls
- Article 12.3: Amendments to Time Cards
- Article 12.4: Erroneous Times

**SECTION V – RUNNING OF THE EVENT**

**Article 14: Start**

**Article 15: Timing System**

**Article 16: Controls**

- Article 16.1: Types of Control
- Article 16.2: General Procedure
- Article 16.3: Control Signage
- Article 16.4: Control Areas
- Article 16.5: Early Arrival at Main and Time Controls
- Article 16.6: Penalty Free Lateness at Main and Time Controls
- Article 16.7: Main Time Controls (MTC)
- Article 16.8: Time Controls (TC)
- Article 16.9: Passage Controls (PC) and Route Checks (RC)
- Article 16.10: Secret Controls (SC)
- Article 16.11: Date Collect
- Article 16.12: Missed Controls

**Article 17: Regularity Sections**

- Article 17.1: General Description
- Article 17.2: Regularity Start Controls (RS)
- Article 17.3: Timing Points (TP)

**Article 12: Time Cards and Timing Methods**

**Article 12.1: Time Cards, Clipboard and Chip**

At signing on prior to the start of the rally, each competitor must collect a set of Time Cards, normally for the whole rally.

Loss of chip and/or timecard

£50 fine

**Article 12.2: Procedure at Controls**

At each control of any kind, except where specifically stated, competitors must stop and present their Time Card and clipboard to the marshal in charge. At Main Time and Time Controls, the time of arrival will normally be the time at which they do this. At manned Regularity and Test Starts, the time recorded will normally be the next full minute, to which a countdown will be given. At Regularity Timing Points and Test Finishes, the time will normally be the second at which the marshal stops the clock, as the competitor stops astride the line.

Competitors' time and/or evidence of their passage will be recorded on their Time Card; this



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information will also be recorded by the marshals on their own check sheets. With the exception of Regularity Self Start Controls, time and signatures may be entered only by the marshals. The written entry on the Time Card will be deemed to be the official record of the time – subject to Article 12 .4.

The onus is on competitors

- a) To ensure that marshals have recorded the time and signed the Time Cards;
- b) To query any suspected error immediately, before leaving the control
- c) To record correctly the required information at Passage Controls and/or Route Checks prior to the next manned control.
- d) To write this immediately in the correct space; and
- e) To hand in Time Cards at the correct place and time, for passing to the results team.

Each crew alone is responsible for its Time Card, for presenting the Time Card at the different controls, and for the accuracy of the entries. The marshal's entry in the appropriate space on the competitor's Time Card will normally be the only acceptable proof of passage at a manned control. Failure to hand in a card at the correct control, or loss of a Time Card, is liable to result in maximum penalties at all controls and/or tests on that card, up to and including Exclusion. The Time Card must be available for inspection on upon demand.

### **Article 12.3: Amendments to Time Cards**

Any correction or amendment to an entry on a Time Card must be correctly made by the marshal concerned, who must score through his original entry, write the new one separately adjacent to it, and initial the amendment. The onus is on the competitor to ensure that this is done. The Organisers may ignore any corrections not amended in this way.

*Falsifying or tampering with an entry on a Time Card*

*EXCLUSION*

### **Article 12.4: Erroneous Times**

If the Clerk of the Course has reasonable grounds to believe that a time given to a competitor is erroneous, he has the power to replace this time with another of reasonable value

## **SECTION V – RUNNING OF THE EVENT**

### **Article 14: Start**

Cars will normally start the event at minute intervals in rally order number. The starting order throughout the event can be amended by the Organisers or determined by the ASRs.

### **Article 15: Timing System**

The event will be run to Scheduled Time. This means that each competitor's ideal time of arrival at each Control (their own Scheduled Time) is expressed in terms of time of day, not the intermediate time from the preceding Control.

Competitors must report to each Main Time and Time Control between their Scheduled Time and Maximum Permitted Lateness. This will be determined in the ASRs.

A Competitor's Maximum Permitted Lateness may be extended if he/she has received a Delay Allowance (see Article 19).

### **Article 16: Controls**

#### **Article 16.1: Types of Control**

The following list gives the types of Control that may be encountered, unless the ASRs specify



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otherwise, together with the symbol on the Control Boards at each:

|        |   |   |
|--------|---|---|
| (i)    | Main Time Control (MTC) –                   | clock boards  |
| (ii)   | Time Control (TC) –                         | clock boards  |
| (iii)  | Passage Control (PC) and Route Check (RC) – | stamp boards  |
| (iv)   | Secret Control (SC) –                       | stamp boards  |
| (v)    | Data Collect (DC)                           | stamp boards  |
| (vi)   | Regularity Start Control (RS) –             | Regularity Starts, Flag Boards or Self Start Boards |
| (vii)  | Regularity Timing Point (TP) –              | TP boards   |
| (viii) | Test Start (TS) –                           | flag boards   |
| (ix)   | Test Finish (TF) –                          | STOP boards   |

### **Article 16.2: General Procedure**

All Controls must be visited in the correct sequence, and in the direction of the rally route.

Controls visited out of order will be deemed not to have been visited.

The Standard Time for each Control will be shown on Competitors' Time Cards. This is the time at which a notional Car 0 would be due at the Control.

Timing at Main Time and Time Controls (MTC and TC) will be by official clocks, read to the preceding full minute (e.g. 14:23 and 55 seconds will be read as 14:23). The time recorded will be that at which the competitor presents his Time Card to the marshal. The competitor may inspect the clock before doing so if he wishes.

For each type of Control and Timing Point, there will be a Maximum Penalty as stated below. This will be incurred for visiting the Control after Maximum Permitted Lateness where applicable (see Article 16 .6); or for wrong direction of approach or departure where these are stipulated in the Road Book or route instructions; or for turning around in the Control Area of a Roadside Control (see Article 16 .4); or for passing through a Control more than once unless required to do so; or for not stopping at a manned Control or Timing Point. It is the competitor's responsibility to record the information displayed at an unmanned route check.

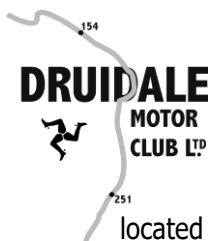
### **Article 16.3: Control Signage**

Controls will in general be indicated by signs of the standard FIA designs, but smaller than usual (approx. 30cm x 45cm); examples will be displayed at signing on. The symbols used for each type of Control Board are listed in Article 16 .1. The yellow board indicates the start of the Control Area, and the red board is placed at the Control itself. There will not normally be a board to indicate the end of a Control Area.

### **Article 16.4: Control Areas**

Control Areas will be of two kinds: Roadside Controls and Off-Road Controls.

**Roadside Controls.** In most cases and unless otherwise stated, the marshals will be situated at or close to the roadside. At these controls, competitors should not pass the yellow board more than one minute before their due time, and may be penalised for early arrival if they do so. In these cases, the area between the yellow board and 50m after the red control board is Parc Fermé, in which competitors may not work on their cars, under pain of penalty for illegal servicing, other than to change a flat tyre with the permission of the control marshal. Time and regularity controls will be located a minimum of two miles apart unless sited on private land, in which case they may be at any distance. The inclusion of private land on a section will not necessarily be specified in the details route instructions. Note: On non-UK events control can be



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located at intervals of at least two KILOMETRES apart on all roads.

**Off-Road Controls.** In other cases, controls (MTC & TC) will be off the road, at or inside private premises such as a filling station, restaurant or café where competitors may obtain fuel, food or refreshment. A yellow control board will be placed just before the entrance to such a control location. In these cases, competitors are free to pass the yellow board in order to enter the site, to park and to use the facilities available. Such establishments' forecourts and car parks are not Parc Fermé unless otherwise stated, and competitors may affect repairs so long as they do not cause an obstruction, move on if instructed by an official, and comply with any requests made by the site management; for example, refuelling from cans may be prohibited. The red control board will be located at the control desk; if necessary, the way to the desk itself will be signed or arrowed.

**Article 16.5: Early Arrival at Main Time and Time Controls**

Competitors booking in at a Main Time or Time Control (MTC or TC) before their Scheduled Time will normally be penalised. Note that earliness penalties are cumulative, e.g. if you are one minute ahead of your Scheduled Time at one Control and the same amount ahead of it at the next, you are penalised for one minute's early arrival at both controls. There is however no lateness penalty for reverting partly or wholly to Scheduled Time, and competitors should do this as soon as possible.

At the MTC IN or TC's prior to lunch early arrival will be permitted if the time taken from the preceding Time Control is not less than 75% of that allowed in the official schedule, and the distance exceeds 6.4km (4 miles).

**Article 16.6: Penalty Free Lateness at Main Time and Time Controls**

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 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 the specified maximum permitted lateness. Although not compulsory, making up lateness subject to Article 16.5 is encouraged. Once lateness has been regained it can't be re-used.

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.

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.

Any crew found to have covered a distance greater than four miles or 6.4kms 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.

*Covering a section in less than three quarters  
of the time allowed between two consecutive  
Time Controls more than 4 miles apart:*

*5 minutes*



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*5 minutes up to EXCLUSION*

**Article 16.7: Main Time Controls**

Penalties apply at these Controls. Any Crew checking in late at a Main Time Control at the start of a Leg or Day will be penalised 30 seconds per minute, up to their Maximum Permitted Lateness (as per the event ASRs or event time schedule) after their Scheduled Time.

Control points will be set up to check that crews follow the correct route and comply with the time schedule.

All Controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and cease to operate 30 minutes after the due time of the last car.

a) Main Time Control "OUT" (MTC OUT): Will generally be situated at the start of a Leg.

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

b) Main Time Control "IN" (MTC IN): Will generally be situated at the end of a Leg. Early arrival is permitted subject to Article 16.5. There will be no penalty for lateness up to the maximum permitted lateness (MPL).

|   |                   |
|---|-------------------|
| <i>Failure to visit within maximum permitted lateness</i> | <i>30 minutes</i> |
|---|-------------------|

**Article 16.8: Time Controls (TC)**

Time Controls will be located along the route at previously disclosed locations, to ensure adherence to the route and time schedule set.

Time Controls (TC): Will have no 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>15 seconds per minute</i> |
| <i>Early arrival</i>                                      | <i>1 minute per minute</i>   |
| <i>Failure to visit within maximum permitted lateness</i> | <i>2½ minutes</i>            |

If a Time Control is unmanned, or if times cannot be correctly recorded, it will act as a Route Check. A code board may be positioned at the control; an example of a code board will be displayed at signing-on. The penalties for Route Checks will apply.

|                                |                   |
|--------------------------------|-------------------|
| <i>Maximum Penalty at a TC</i> | <i>2½ minutes</i> |
|--------------------------------|-------------------|

**Article 16.9: Passage Controls (PC) and Route Checks (RC)**

PCs & RCs will be located along the route at previously disclosed locations to provide proof of passage. Competitors may not be told in advance which Controls are manned and which are not. At manned PCs, the marshal will sign, and if applicable chip, the competitors' Time Card, but no time will be recorded for any purpose other than noting the order of competitors' arrival.

At unmanned RCs, competitors will be required to record information such as a name on a sign, four or five letter code or a word on a HERO code board placed by the organisers. This must be written immediately in the correct space on the time card in ink; marshals at subsequent controls may cancel blank spaces, in which case the PC/RC will be deemed not to have been visited. Such



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controls will not necessarily have the control boards mentioned in Article 16.1. For the purpose of determining correct direction of approach at a PC or RC, the control area will consist of a 3metre area around the location of the control. Competitors will be penalised for wrong approach or depart if they enter or exit the control area in the wrong direction.

*Penalty for missing a PC or RC*

*2½ minutes*

*Wrong approach or wrong depart at a PC or RC*

*2½ minutes*

**Article 16.10: Secret Controls (SC)**

These will be set up at undisclosed points to check competitors' driving behaviour and adherence to route instructions.

Competitors must stop at a Secret Control if it has a set of Stamp Boards displayed.

*Missing a SC*

*2½ minutes*

SCs may be manned by official Driving Standards Observers, to check driving behaviour and to control compliance with traffic regulations and with the Organisers' instructions concerning such things as stopping at road junctions, driving slowly through villages, etc.

**Article 16.11: Data Collects (DC)**

DCs will be located along the route at previously disclosed locations to provide a location for the results team to collect time cards and download data from competitors' chips. There is no penalty for missing a DC, your results may not be displayed when results are next published if you miss the control.

**Article 16.12: Missed Controls**

Competitors who miss a Control of any kind will incur the penalties set out in these regulations or the ASRs, but may re-join the route at any subsequent Control. Their Scheduled Time and Latest Permitted Time at these controls remain unchanged.

The exceptions to this rule are the Start Control, Maximum Permitted Lateness and the Finish Control at the end of the rally, which Competitors must visit between their opening and closing times to qualify as finishers .

**Article 17: Regularity Sections**

**Article 17.1: General Description**

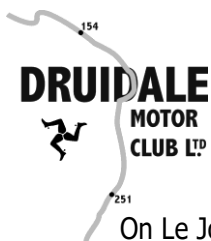
There will be Regularity Sections during the event, on these, competitors are required to maintain a average speed for a given distance. The speed may vary during the Section. There will be one or more Timing Points on a Section, each at previously undisclosed locations.

Competitors must not stop on a Regularity Section, except at a Timing Point, or if instructed to do so in the Road Book or route instructions, or if obliged to do so by a Stop, Halt or Give Way sign or by other circumstances beyond their control (such as giving way to oncoming traffic on narrow roads, which is obligatory or mechanical failure.)

The Organisers' official distance will be measured using a trip distance recorder which will have been set to give a reading as close as possible to actual distances. Prior to the event, competitors will be given the opportunity to calculate discrepancies with their own odometer or to calibrate their own trip-meter, on a test section of road.

The Organiser's trip-meter setting distance will be deemed as accurate.

The end of each Regularity Section will be indicated in the Road Book or route instructions. There will not necessarily be a Control or board at this point.



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On Le Jog to remain eligible for a Gold, Silver or Bronze medal, or Riband, Competitors must visit every Timing Point required for their Class whilst they are open.

**Article 17.2: Regularity Start Controls (RS)**

Regularity Start Controls will be situated at locations given in the Road Book. There will be no arrival Time Control prior to them. Regularity Starts may be preceded by a Yellow Flag Control Board. Competitors should not pass a yellow board if another car is in the Control Area, although one crew member may walk forward to check the clock and/or claim a delay allowance (see Article 19).

The Control itself will be indicated by a Red Flag Control Board and there may be a line on the road.

Competitors should drive to the Start line as soon as it is clear of other cars, and hand their Time Cards to the control marshal. They will be allocated a start time on the next full minute (e.g. 15:25:00) or (if two or more cars arrive close to each other or the Control Marshal deems it necessary for another reason) half-minute (e.g. 15:25:30). If not ready, they may be deemed to have started at the correct time and have to make up any time they have lost. They may check the marshal's clock.

Unmanned Regularity Start may be indicated by a Red Flag Control Board and or a self-start Board which will be positioned at the exact point from which the Regularity Section will start. In the event that there is no Control Board, the landmark at this point as shown in the Road Book/Route Instructions will be deemed the start point.

They will be of two types of unmanned Regularity Start Control:

1. Allocated Start Regularity:- The marshal at the preceding time control will write the self-start allocated start time on the competitor's time card and competitors should then proceed to the Regularity Start and start at the time designated on their time card. Competitors without a properly allocated start time will be deemed not to have visited the regularity start.
2. Self-Start Regularity:- Before starting, competitors must record, **in ink** in the space provided on the time card, in hours, minutes and seconds, the time at which they intend to start the section, and must proceed at this time. Competitors must start either on a full minute or half minute (e.g. 15:32:00 or 15:32:30). At such controls Motorsport UK regulation R11.5.3 does not apply – i.e. You can write the self-start time on your timecard in the space provided.

Competitors who are found at a subsequent timing point or secret check not to have recorded their start time will incur a penalty as listed below. Secret checks may be located at any distance from the RS. After leaving a Self-Start control the marshal at the first regularity timing point or secret check encountered will verify the self-start time by signing in the box provided. In the event that no time has been recorded, the marshal will write 'No Time' in the time box. If a competitor has written an amended time the marshal will ask the crew to clarify the time and initial the alteration making a note on their check sheet for reference. Any competitor failing to enter a start time or having an altered but unverified start time will be deemed to have not visited the Regularity Start control and will be penalised as below. Subsequent regularity timing will start from the first timing point encountered after leaving the start control. Some designated Regularity Sections will start at the Test Finish Line of the preceding test; using the Test Finish time as the Regularity Start time. In this case, the location of the Regularity Start will coincide with the Test Finish Stop Line (NOT the Test Finish marshal location). There will be no yellow or red flag boards displayed, on the test finish line STOP board but information





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will be provided in the route instructions to enable a competitor to identify when this occurs.

*Failure to visit a Manned Start or Allocated Regularity Start Control* *2½ minutes*

*Failure to write in a Start Time in INK at a Self Start* *1 minute*  
*REGULARITY START CONTROL or start at the recorded time.*

### **Article 17.3: Timing Points (TP)**

Timing Points on Regularity Sections will be established on the correct route which may or may not be at a landmark indicated in the Road Book or route instructions, to which the exact mileage and the time allowed from the Start of the Section and the preceding landmark will be given (see Article 17.1). Organisers' times and distances will be deemed correct.

Competitors may visit TPs at any time they are open.

TPs will have no advance board, but will be indicated by a line on the road and a normal red TP Board. Competitors will be timed as they stop astride the line (or immediately behind any car already on the line). They must then hand their Time Card to the marshal for their time of arrival to be recorded.

Stop astride definition; A car is required to stop astride a line (should the line not be visible due to road or weather condition an imaginary line is deemed to be in line with the TP board). The line must be between the vehicle's front and rear axles. If any area of tyre in contact with the ground is not astride the line, then the marshal will note this on their checksheet as a stop astride penalty. For the purpose of determining correct direction of approach at a TP, the control area will consist solely of the stop-astride line (or an imaginary line in-line with the control board). The stop astride line will be deemed to cross the entire road width from boundary (e.g. hedge to hedge) irrespective of actual markings. Competitors will be penalised for wrong approach if they enter the control area in the wrong direction. Competitors will be penalised one second for each second early or late. Competitors overshooting the line will be penalised 10 seconds, in addition to any time penalty, and are responsible for taking their time card back to the marshal on foot; reversing will incur a further penalty of 5 minutes up to EXCLUSION. Competitors may not stop or slow down unduly within sight of a TP; if they do, they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 1 minute as described in Article 17.1 above. There will normally be more than one TP on a regularity section. At each a competitors' due time will be based on their time at the immediately preceding control, whether this was the start control or a previous TP.

The distance between any RS and/or TP controls will be greater than 2 miles except when one or more of the controls are located on private land. The inclusion of private land on a Regularity Section will not be specified in the detailed route instructions. Note: On non-UK events controls can be located at intervals of at least two kilometres apart on all roads. On selected events a joker system will be used. Its use will be specified in the ASRs or final instructions. Under this system each crew will have their largest TP penalty on the event reduced to 5 seconds, providing that the largest penalty is greater than 5 seconds. In the case of identical largest penalties, the earliest instance will be reduced. Note: The joker system only applies to time penalties, it will not apply to penalties for wrong approach, missing or failing to stop at a TP etc.

*Per second early or late at a TP* *1 second per second*  
*Missing or failing to stop at a TP* *2½ minutes*  
*Maximum penalty early or late at a timing point if visited* *1 minute*



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### **Article 19: Table of Penalties**

The table below lists all penalties detailed in the narrative. The article number to which a rule relates is listed in square parenthesis after the infringement description.

|  |   |
|--|---|
| Falsifying or tampering with an entry on a time card [12.3]  | Exclusion   |
| Visiting a control out of sequence [16.2]  | 2½ minutes  |
| Wrong approach or wrong depart at a time control [16.2]  | 2½ minutes  |
| Turning around in a control area [16.2]  | 2½ minutes  |
| Passing through a control more than once unless required to do so [16.2]   | 2½ minutes  |
| Not stopping at a manned time control or timing point [16.2]   | 2½ minutes  |
| Failure to visit an MTC within maximum permitted lateness [16.2] [16.7a] [16.7b] [22.1] [16.7i] [16.7ii]                               | 30 minutes  |
| Late arrival at a TC (where specified) [16.2] [16.8]   | 15 seconds per minute   |
| Early arrival at a TC [16.2] [16.8]  | 1 minute per minute   |
| Failure to visit a TC within maximum permitted lateness [16.2] [16.8]  | 2½ minutes  |
| Failure to visit a PC or RC [16.2] [16.9]  | 2½ minutes  |
| Wrong approach or wrong depart at a PC or RC [16.9]  | 2½ minutes  |
| Failure to visit a SC [16.2] [16.10]   | 2½ minutes  |
| Wrong approach or wrong depart at a TP [16.2] [17.3]   | 2½ minutes  |
| Covering a section in less than three quarters of the time allowed between two consecutive time control more than 4 miles apart [16.6] | 1st offence: 5 minutes<br>2nd offence: 5 minutes to exclusion |
| Late departure from a MTC OUT [16.7a] [16.7i]  | 30 seconds per minute   |
| Early departure from a MTC OUT [16.7a] [16.7ii]  | 1 minute per minute   |
| Stopping within sight of a TP [17.1] [17.3]  | 1 minute plus any time penalty                                |
| Failure to visit a manned RS or failure to start at the recorded time [17.2]   | 2½ minutes  |
| Failure to correctly complete the start time at an unmanned RS [17.2]  | 1 minutes   |
| Reversing at a TP [17.3]   | 5 minutes to exclusion  |
| Failing to stop astride a TP line [17.3]   | 10 seconds plus any time penalty                              |
| Per second early or late at a TP [17.3]  | 1 second per second   |
| Missing or failing to stop at a TP [17.3]  | 2½ minutes  |

### **Article 20: Delay Allowances**

If there is a delay of more than three minutes at the start of a regularity section or test, competitors should claim a delay allowance, providing it is after their time due at that control, by asking the marshal in charge to record their arrival time on their time card. The effect of this allowance is to extend the competitor's due time and latest permitted time at subsequent main time controls and time Controls by the number of whole minutes between their arrival time and their start time for the section or test. The onus is on competitors to claim their delay allowance. If there is a queue at the start of a regularity section or test, they are advised to walk forward immediately to get the marshal to record their arrival time. The arrival time recorded will be that at which they present their time card to the marshal; no allowance will be made for delays incurred prior to this.

Delays must be recovered as quickly as is reasonably and safely possible. Competitors will generally be required to recover all delay allowances at main controls. Control closing times may be extended to take into account any delay allowances given to competitors. Claiming a delay allowance with the sole intention of gaining time to carry out mechanical repairs is not allowed. Competitors found to misuse the delay allowance will be reported to the Clerk of the Course who will award an appropriate penalty.