

# **BAGGER 19 - 26th- 27th January 2019**

## **Previous Winners**

2002 - Peter Noad - Peter Cox -- Audi 90  
2003 - Terry Pickering - Paul Robinson -- Triumph TR3  
2004 - Michael Pedley - David Pedley -- Escort DB3  
2005 - Mike Biss - Cath Woodman -- Holden Barina  
2006 - Simon Harrison - Paul Bosdet -- Escort RS2000  
2007 - Steve Head - Stewart Merry -- Vauxhall Nova GTE  
2008 - John Davies - Stewart Merry -- Vauxhall Astra GTE  
2009 - Owen Turner - Graham Raeburn -- Rover Metro  
2010 - Jamie Turner - Dan Harrison -- Rover 200  
2017 - John Davies - Aled Richards -- Vauxhall Astra GTE  
2018 - Mark Lennox - Max Freeman -- Escort RS2000

## **STANDARD SUPPLEMENTARY REGULATIONS**

### **ANNOUNCEMENT**

The Vintage and Classic Rally Register will organise a Clubman permit navigational Rally. The event will start at the Wind Whistle Inn, Chard at 22.45 hrs on the 26th January 2019 and finish at a venue to be announced near Taunton at 06.00 hrs on the 27th January 2019.

### **JURISDICTION**

The meeting will be governed by the General Regulations of the UK Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organisers may issue for the event. A full copy of the MSA regulations may be downloaded from the MSA website [www.msauk.org](http://www.msauk.org)

### **PERMIT and AUTHORISATION**

Application will be made for route authorisations and permits where necessary. These documents and any other permission required will be displayed on the Official Notice Board at the start venue. Any other notice will be issued by organiser's bulletins.

### **ELIGIBILITY**

Competition licences are not required. All crew members who intend to drive must hold a valid driving licence, be over the age of 17, completed the Indemnity and signing on procedures, be covered by valid insurance whilst driving on the event and must be in the car that they are entered in during the competitive sections at all times. Membership of the VCRR is free for both competitors with any fully paid entry.

It is the entrant's responsibility to make sure their vehicles are road legal for the event and furthermore that they comply with the MSA regulations to enter a road rally.  
All programme updates of the event will be published in the event news section on our web site at [www.vcrr.eu](http://www.vcrr.eu)

## **CLASSES and CATEGORIES**

The following classes will apply unless notification to state otherwise is given in by bulletin before the start of the event.

**Class 1 Expert;** Any member of the crew who has been placed in the top ten of any Nat B permit road rally, historic rally or navigational road rally in the last ten years. Or has won a closed to club event.

**Class 2 Novice;** All others

## **ENTRIES**

The entry list opens at 8am on Monday 26th November and closes on the 14th January 2019. There will be a link placed on our website and the British Rally Forum Carpetbagger thread at that time and date, no entries will be accepted before that date. The organisers may cancel the event or amalgamate any class or category if the minimum number of entries is not received by the early closing date.

Late entries after the 14th January if available may be accepted up to first post on the 22nd January 2019 at the late entry fee.

The minimum per class is 10

The minimum number of entries will be 30

The maximum number of entries will be 60

Applications for entries will be accepted only with a completed entry form with the relevant fee. The Organisers reserve the right to refuse or withdraw any entry without explanation with a full refund of any fee paid. All entries will be confirmed on receipt of the full entry fee by e-mail.

A crew member or the car may be changed at any time up to 2 hours before the start of the event. By submitting the entry form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers.

Completed entry forms and fees should be by the electronic system, sent or e-mailed to the entry secretary below with the relevant cheque or details of bank transfer. No entry is valid until the fee is paid.

The Rally Office  
55 Dorchester Road  
Poole  
Dorset  
BH15 3JX

Tel: 07831 266478

E-mail entries and enquiries to: [vcrrallies@aol.co.uk](mailto:vcrrallies@aol.co.uk)

Payment can be made by cheque, Direct Bank Transfer or PayPal (see entry form).

The entry fee including breakfasts is £110.

Late entry fee (After 14th Jan) is £130

Cheques must be made out to VCRR Rallies, dated and signed.

Cancellation of entry by the competitor before the first closing date will result in a full refund less an £40 admin fee on condition that the cancellation is made in writing and before the closing date.

If the organisers cancel the event at any time through lack of entries before the closing date all fees paid will be refunded.

If the event is abandoned or cancelled for any reason after the closing date, the organisers reserve the right to retain the entry fee to cover costs incurred by the rally to that point.

By signing and submitting the entry form the first named driver undertakes to pay the full amount of the entry fee and also undertakes to abide by these regulations.

No refund or part of any entry fee will be refunded for any participants who retire or are excluded from the event, or miss part of the event for whatever reason.

## **SCRUTINEERING**

A crew member must attend pre-event scrutiny with their car at the time and location to be advised. Any crew who fail to successfully complete this inspection or signing on will be deemed non-starters and forfeit their entry fee. Their place may be offered to a reserve.

The Scrutineer may check that the cars conform to the requirements of the Road Traffic Act, in respect of noise, mechanical safety and eligibility. This check is not a comprehensive safety inspection and the organisers accept no responsibility for ensuring any vehicle is in a safe or legal condition.

Each car must carry a warning triangle, a tow rope, a first aid kit and a spill kit complying with J5 20.13.

Reflective jackets for all occupants are recommended.

All cars must comply with the statutory Vehicle Construction and Use Regulations.

Competing vehicles must conform in general to the regulations of the MSA in regard to R4.1 and R18-R18.6.5.

Competitors should ensure their vehicles comply with the MSA vehicle noise regulations.

The organiser has the authority to refuse to allow any vehicle to start that they deem would cause an unreasonable disturbance to the residents on route. A noise meter will be present both at scrutiny and at points on the route. Any car that exceeds 86DB under the conditions of a 2 metre test will not be allowed to start or continue as per R4.1.2-3, R4.1.6.

Any entered vehicle in the opinion of the scrutineer that is ineligible, not prepared to a suitable standard to complete the event or a car presented in a poor state of repair and appearance will be reported to the Clerk of the Course who has the sole discretion to allow them to start. Any car that is not fit for purpose will forfeit the entry fee.

Entrants may be called for further scrutiny at the final control of the rally. Failure to attend or non compliance with these regulations will result in exclusion.

GPS equipment, satellite navigational equipment, lap top computers, two way radios or any other devices that aids navigation is forbidden unless the organisers state otherwise. The penalty for using such devices is EXCLUSION. Fitted trip meters are permitted.

Competitors are permitted to carry mobile phones for emergency use ONLY. Mobile phones must be switched off during any period of competition. Using a mobile during any part of the competition may result in a penalty of exclusion. The organisers reserve the right to make calls to competitor mobile phones to monitor this regulation.

Intercom units are forbidden unless a competitor has a current dispensation letter from the MSA. Any such document must be presented to the Clerk of the Course at documentation.

## **SIGNING ON**

Following the successful completion of scrutiny both crew members must present their documentation, complete any outstanding paperwork, sign a declaration and sign a legally binding document that their vehicle is covered by insurance. You must have valid insurance in place that covers you against liability for both personal injury, and damage to the property of third parties whilst taking part in the event.

Any competitor failing to produce documentation required will be reported to the Clerk of the Course who has the sole discretion to allow them to start.

The organisers are not competent to interpret the legality of any insurance document or its proof of validity for the event. It is the responsibility of the competitor to ensure they have adequate cover for all aspects of the event.

For those who are unable to obtain their own third party cover the organiser will where possible offer an insurer scheme, any competitor who wishes to use the organiser scheme must indicate acceptance on the entry form.

On Collection of any instructions competitors are responsible to check the contents and sign to confirm that they have received all details.

Examples of all Official signs and boards will be on display. Competitors are responsible to take note of the contents of the notice board and sign to confirm any amendment. If a competitor fails to sign the organisers take no responsibility for any penalty incurred for any information the competitor should have collected as per R6.3.1.

The Organisers will provide car identification, which must be fixed to the car in a clearly visible position on the rear near side window for the duration of the event. All rally plates must be removed if a car retires immediately.

## **OFFICIALS**

Secretary of the meeting	Bob Evans	
Clerk of the Course	Roger Hunt	07831 266478
Chief Marshall	Graham Dance	07749 969779
Timekeeper	Tony Michael	
Club Steward	Paul Robinson	
Results	Tony Michael	
Scrutineer	Bob Bailey	
Competitors Liaison Officer	Paul Waterton	
Noise	Mike Hall	
Sector Marshals	Chris Smale, Pete Johnson,	
Photographer	Andy Manston	

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 this

event. A full list of judges of fact will be placed on the notice board with the facts to be judged.

## **STARTING ORDER**

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. The starting interval between the cars will be 1 minute unless a different interval is determined by the Clerk of the Course. Seeding will be undertaken by the organisers who will determine the starting order from information given, there will be **NO DISCUSSION** over the organisers starting order.

## **ROUTE DESCRIPTION and INSTRUCTIONS**

The total distance of the event will be approximately 180 miles on public roads. There will be 2 miles of non metalled roads included on the route. Participants will be expected to arrive at controls on the route within the scheduled opening or closing time.

Route information will give details of the locations of all Main Time Controls, Link sections and competitive sections. The route may be defined by map references and marked maps. A romer and a reliable clock/watch will be needed. Competitors will require OS Landranger map numbers 181, 192, 193, (latest editions)

Competitors will require fuel at the start to travel 80 miles

Organisers times and mileages are deemed correct and are in accordance with R6.2.4

This event **IS NOT** a spectator event. **ANY COMPETITOR FOUND TO BE DIVULGING ROUTE INFORMATION TO NON COMPETITORS WILL BE EXCLUDED.**

## **TIMING and CONTROLS**

Competitors are responsible for presenting and collecting their Cards at the various locations and for ensuring that the cards are stamped, chipped or signed accurately.

Marshals at controls will not issue any time other than the time shown on the clock when the competitor reports to the control.

Scheduled timing will be used. Competitors will be due at all time Controls at a specific time, Timing will be by clocks set to BBC time.

**TRANSPORT SECTIONS** will contain Main Time Controls (MTC) or Time Controls (TC). These Controls will be timed to the nearest previous minute and at locations clearly identified by a control board or notified in the route instructions.

**COMPETITIVE SECTIONS** will contain Time Controls (TC). These Controls will be timed to the nearest previous minute or second as presented and located by the roadside, their locations being clearly identified by a control board at locations specified or by route defined by an instruction in the route instructions.

There may be up to six types of controls and checks which will be clearly marked in the route instructions and on the time cards as follows:

**MTC – Main Time Control:** Time control that a competitor must visit within their time schedule without incurring a penalty of **EXCLUSION**. Notices from the Clerk of the Course may be issued at these controls. A penalty can be applied for early arrival. The scheduled arrival time will be notified.

**TC - Time Controls:** A control at a location where you are required to stop and have a time recorded that is within your maximum time schedule, penalties will be applied for any early departure or arrival. Information of the scheduled arrival time will be supplied. The recorded time will be the time the competitor passes the control board. Competitors may wait before the board **PROVIDED** they do not obstruct another competitor who wishes to enter the Control or other road user.

**NTC – Neutral Time Control:** A time control as above that controls transit of a difficult or built up area. The scheduled speed will be lower and there will be no lateness penalty other than being outside your permitted maximum lateness schedule. You may not leave the control early or reduce your lateness at these controls without penalty.

**PC - Passage Controls:** Manned control where a marshal signature is required as proof of passage. Unmanned passage controls will become route checks as below.

**RC - Route Checks:** Unmanned points where competitors must record information from a code board as proof of passage. Route Checks will be facing forward towards the competitor as they approach. The code board information must be written in ink (biro) and signed for at the next manned control.

**VIA/SC - Secret Checks:** The Organisers may place a secret check at any location or instruction given in the route information or road book to check for compliance of the route instruction's or compliance with these regulations as per R2.3.3.

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

Controls will open 30 minutes before the due time of the first car and close 30 minutes 59 seconds after the due time of the last car unless the organisers specify otherwise. The Time Cards will show the Scheduled time for car 0 for the appropriate controls, it is the competitors responsibility to calculate all due times and achieve the schedule.

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.

If the Clerk of the Course has reasonable grounds to believe that any time given to a competitor is erroneous or in-correct in any manner, he has the power to replace the time with another of reasonable value after check sheets have been consulted and is not subject to appeal.

Any amendment to a time card must be countersigned by the Marshal at the control, it is the competitor's responsibility to request the marshal enters the correct time on his check sheet. It is the responsibility of the competitor to question any error before leaving the control area and to ask the marshal to note any query. Any competitor tampering or altering any time card entry in any way will be excluded.

It is the competitor's responsibility to make sure the correct information is entered in the correct place on the time card. And the time card is handed in at the correct place and at the correct time. It is not the duty of any marshal or judge of fact to explain or interpret these regulations or explain any regulation or give advice.

## **GENERAL PENALTIES**

Marking and penalties as printed within the MSA general regulations R13 except as amended below. ALL penalties will be expressed in marks as follows. The overall results will be determined by adding together all the penalties for infringements at Main Controls, Time

Controls, Passage Controls, Secret Checks and Route Checks plus any other penalties that may have been incurred.

**R9 1.3-R9. 1.4** - All competitors will be required to STOP at all junctions protected by a STOP or STANDING GIVE WAY sign and at other locations specified in the organisers instructions. STOPPING means all forward motion of the vehicle must cease before the location. Judges of Fact will man a number of these locations. Penalty for failure to STOP is EXCLUSION.

**R9 1.1-R9 1.2** - Give Ways, Via and individual route instructions will be used to define route, a check may be placed at ANY of these locations.

**R12 8.1 - R12 8.3** - Certain sections of the route will be timed to an accuracy of less than one minute these sections will be clearly defined on the timecards.

**Performance will be accessed using the marks system as R13 Appendix 1 Chart 13 and modified as follows:**

Not reporting to a MTC within maximum lateness	Exclusion
Not reporting to a TC within maximum lateness	600 Marks
Failure to comply with the route instructions including visiting any control location more than once, or wrong direction of approach at any control	300 marks
Failure to report to a passage control or failing to record the correct information at a route check	300 marks
Recording a time before due time at any Time Control timed to the second	1 mark per second
Recording a time before due time at any Time Control timed to the minute	60 marks per minute
Recording a time before scheduled time at any Main Time Control	60 marks per minute
Arriving after due time at a time control timed to the second	1 mark per second
Arriving after due time at a time control timed to the minute	60 marks per minute
Failing to stop at a control board protecting a control	60 marks per offence

**Other penalties**

Non compliance with safety regulations	600 marks
Non compliance with a instruction of a marshal	600 marks

Non compliance with an instruction of a rally official	600 marks
Unauthorised alteration of a time card	Exclusion
Causing an obstruction before a control, or deliberately obstructing the view of any control board	300 marks
Driving in a manner on the public highway that endangers other road users or being reported to the organisers by the police for a driving offence	Exclusion
Once the competition has started any competitor reported surveying any part of the route in advance	Exclusion
Damaged or ineffective exhaust system or excessive Noise NOTE;- In the case that an exhaust system becomes ineffective or damaged it is the competitor's responsibility to make immediate repairs or retire from the event	Exclusion
Driving under the influence of drugs or alcohol	Exclusion
Illegal servicing or outside mechanical assistance	Exclusion
Prohibited navigational or communication equipment	Exclusion
Abusive or violent behaviour to officials or other competitors	Exclusion
It is a requirement that on approach to any manned control all competitors <b>must dip their lights</b> at the control board, <b>competitors MUST stop at the control board before entering the control whether early or late.</b> Furthermore on leaving the control competitors <b>MUST</b> ensure that the marshal is clear from the car before leaving, safety of the marshals is a priority, failure to comply with any of these conditions at ANY MANNED CONTROL will incur a penalty R8 3.4	60 marks per offence
The use of marked maps is prohibited R9 1.6 the organisers will have map checks in place during the event penalty for being in possession	Exclusion

**The following are offences that a penalty will be applied by the Clerk of the Course at his discretion.**

- Unauthorised change of crew or car
- Avoidable baulking or bringing the sport into disrepute
- Not reporting an accident or failure to hand in a damage declaration
- A report by a driving standards officer
- Removal or obscuring a rally plate during competition.

## **Results**

Provisional results will be published as soon as possible following the end of the event. Interim results may be published at the fuel halt on the notice board where technology allows.

Ties will be decided on furthest cleanest. If a tie still exists then the older car will win.

## **AWARDS**

Crews winning overall Awards will not qualify for Class Awards.

Awards will also be presented to Driver and Navigator as follows:

- The Overall Winners
- First in each class
- Second in class (subject to 6 class entries)
- Third in class (subject to 10 class entries)

All competitors are invited to the Prize-giving but those not attending will forfeit their awards, which will not be reassigned unless collected by a representative or the competitor arranges collection within 30 days. The time and place of the Prize-giving will be at the finish venue. The Organisers may include additional awards as they see fit.

## **QUERIES, PROTESTS and APPEALS**

On production of results any query, protest or appeal must be submitted in writing within 30 minutes of results being posted. Queries submitted after this time will not be considered.

Competitors should check their penalties promptly and if necessary submit any queries on an Official Query Form to the Event Secretary or the results officer.

Any protest or appeal must be submitted in writing to the Clerk of the Course for his consideration before the results are finalised in accordance with General Regulation C5. If his decision is not accepted the competitor must supply a full written statement of the grievance addressed to the stewards and pay the appropriate fee within the time limit. The Stewards will adjudicate as appropriate and any decision will be final.

Only queries on official forms and in writing will be considered.

## **DAMAGE DECLARATION**

The Organisers decline liability for 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.

A Damage Declaration Form will be included with the route information and competitors must complete and must include any incident which may have caused damage to persons or

property. If so, full details of the incident must be given. This form must be handed in at the finish of the event or on retirement. It will state whether an entrant has been involved in any type of incident or accident. Competitors should be aware in the UK the law Requires that they must also inform the Police of any accident as soon as possible.

Any crew that retire must within 72 hours, send their completed Damage Declaration Form to the Event Secretary, giving the location and reason for retirement.

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

## **APPLICATION OF THE REGULATIONS**

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. Any Bulletin will be numbered, dated and signed by the Clerk of the Course. These may be sent to competitors prior to the event, or be posted on the Official Notice Board at the Rally HQ. On the event they may be directly communicated by written notice to the competitors at any Main Time Control, competitors must sign to acknowledge receipt of the information.

The Clerk of the Course is charged with the application of the 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.

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.

The first named driver on the entry form will be deemed to be the entrant and will be responsible for all liabilities and obligations before and throughout the event. Competitors are responsible for payment of any personal costs they incur during the event, for example at garages, and all bills must be paid in full before departure from any establishment. Any non-payment of costs notified to the Organisers may incur a penalty at the discretion of the Clerk of the Course and will have to be paid in full.

Competitors must make every effort to ensure they do not delay other competitors, if caught up by another car they are required 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 any 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 by either other competitors, residents or road users. Where a number of competitors are delayed due to a serious accident or injury the Clerk of the Course may decide whether to cancel the section or take other action that he deems necessary.

Any participant using abusive language, engaging in any type of violent behaviour, striking or engaging any other form of assault towards any official or competitor or found in charge of a vehicle during the competition or at an official event meeting under the influence of alcohol or illegal drugs will be instantly excluded without appeal and will be asked to leave the event immediately without a refund of entry fees. The matter will also be reported to the governing body.

Competitors are expected to drive at all times with due consideration for other road users. All instructions for speed limits and other requirements in the route instructions will be strictly enforced. The route instructions will contain locations where competitors are required to STOP and give way. Competitors must cease all forward motion of the vehicle immediately before the junction and give way to priority traffic. Any competitor reported to the Clerk of the Course by the Police or any judge of fact for failing to stop where instructed will be penalised as per these regulations.

## **ADVERTISING**

Events that are run under a MSA permit prohibits most forms of advertising, however competitors are permitted the following;

- The crews names on each side of the car maximum dimension 10cm x 40cm
- A genuine club badge maximum dimension 10cm x 10cm
- Small souvenir stickers and logos of other events

## **FUEL**

The route instructions will give locations of fuel stations on the route but the organisers are not responsible for the provision or availability of fuel. Competitors are advised to start with a full tank of fuel. There will be two fuel halts on the route.

Fuel containers must not be stored in the cockpit of any competing car. All fuel cans must be stored outside the passenger compartment and securely strapped down.

## **INSURANCE**

The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event before any loadings will be **£13 (to be confirmed)**. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than maximum of 6 conviction points on my UK driving licence
- I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- I have no other material facts to disclose
- Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership  
Partnership House  
Priory Park East  
Kingston Upon Hull  
HU4 7DY

Tel + 44 (0) 1482 213215  
Fax + 44 (0) 1482 213216  
Email [info@jelfmotorsport.com](mailto:info@jelfmotorsport.com)

## **RALLY FORUMS**

The organisers request that competitors be aware that groups outside rallying read threads on rally forums in connection with the event, therefore we request that care be taken when posting to avoid any misunderstanding of what a road rally is with these groups.

## **TERMINOLOGY**

### **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 various Time Controls at which each competitor is due at a specific time. Penalties could be applied for being early or late at these controls. It is also a requirement to visit all the controls, in the correct sequence and from the correct direction.

'Standard Time' is the time of day that a notional car '0' should be at each timed control. This Standard Time will be shown on the Time Card against each individual 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 to the Standard Time. For example, if the Standard Time for car '0' at TC 3 is 01:30 and you are starting car number 8 then your Scheduled Time at that same time control would be 01:38.

'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 the same amount late at a subsequent timed control without being penalised again.

'Maximum Permitted Lateness' at a timed control is normally up to 30 minutes 59 seconds after the Scheduled Time at which a competitor is due.

'Outside Total Lateness' the time when a competitor is considered to have missed a Time Control by being more than the Maximum Permitted Lateness after the Scheduled Time.

'Early Penalties' You may arrive early at a timed control but must not 'book in' before your Scheduled Time, unless specifically permitted.

'Late Penalties' each minute (or part of) late at a timed control could 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 future timed control at your original Scheduled Time, so part of the route 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 should be made up so as to restart again on Scheduled Time.