



JAMAICA MILLENNIUM MOTORING CLUB

Section 3 The Rallysports Regulations

The Rallysports Regulations is a part of the JMMC Motor Sports Rules and Regulations. The Rallysports Regulations shall be used in conjunction with Sections 1 and 2 of the Motor Sports Rules and Regulations (also known as the General Regulations).

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Section 3 Rallysports Regulations

3.1 The Rally Code

3.1.1 General Principle

- a) The Rally Code shall apply to all rallies. The Rally Code is intended to provide a uniform method of handling events and to ensure the safety of

entrants and spectators. The rules contained herein, in junction with the JMMC Motor Sport Rules and Regulations, shall apply to all rallies sanctioned by the Jamaica Millennium Motoring Club.

- b) All rallies will be governed by the following in the priority of their listing:
 - i) The Road Traffic Act of Jamaica.
 - ii) These Regulations and the decisions of the CSC.
 - iii) The ASR's issued by the Organizers of the event.
 - i) Written instructions issued by the Organizers that may hereinafter be referred to as Official Instructions.
- c) Any competitor observed, by an official, to be driving recklessly or displaying unsportsmanlike conduct on or near the route, or receives notice of prosecution for a traffic violation while participating in a rally, may be prohibited from further participation in the event and further disciplinary action may be taken by the JMMC.

3.1.2 Competitors

- a) All competitors shall have a valid competition license of the required grade as stated in the ASR's.
- b) A rally crew shall consist of:
 - i) For international, invitational and stage rallies, two persons nominated on the official entry form as driver and co-driver / navigator.
 - ii) For novice rallies the ARSs may allow a maximum of three (3) persons or the licensed capacity of the vehicle whichever is less.
- c) No changes in a crew or vehicles will be permitted after the start of the rally. Any changes in crew after entries have closed must be approved by the Organizers.
- d) The following documents, valid for the duration of the event, shall be shown to the rally officials at registration:-
 - i) Driver's license for any crew member registering as a driver.
 - ii) Valid competition license of the required type or grade.
 - iii) Vehicle registration papers or title.
 - iv) Certificate of Fitness and Insurance. (For vehicles registered in Jamaica only).
- e) All competitors and officials must sign a liability waiver document which shall be in a form approved by the JMMC.

3.1.3 Vehicles

- a) All vehicles shall have four (4) load carrying wheels arranged in normal automotive fashion.

- b) On all vehicles at least two (2) wheels shall be used to provide steering and at least two to provide propulsion. The same two wheels may provide both.
- c) All competing vehicles must be road worthy and shall be subject to a Technical Inspection to determine the function and adequacy of:-
 - i) Steering components.
 - ii) Braking Systems.
 - iii) Stability of driver's and co-drivers seat.
 - iv) Horn.
 - v) Windshield wipers.
 - vi) All legally required lights, including signal lights.
 - vii) Exhaust System.
 - viii) All mandatory safety equipment (correct standards and installation).
 - ix) Tyres including spare tyre(s).
 - x) Fuel system and components.
- b) It must be possible to turn off all high-beam, head lights, driving lights and spot lights from a single low-beam headlight switch.
- c) All vehicles must be fitted with two (2) forward facing green clearance lights to be illuminated during the hours of darkness on events which may require driving during the hours of darkness.
- d) If the vehicle has a back-up light (reverse light) operated by a manual switch, a warning light on the dashboard must come on whenever the back-up light is turned on.
- e) The mounting of maneuverable search lights and lights behind the front axle are forbidden.
- f) Any number or identification used for an event must be removed promptly when a competitor is no longer competing in an event.
- g) A vehicle may only be moved by its own power, the physical efforts of its crew or by gravity except when it constitutes a blockage of the route. Violation of the rule may result in exclusion from the event.
- h) For Stage Rallies and Speed Sections the classification as specified in Section 6.1.2 of the JMMC Regulations shall apply.
- i) In Stage Rallies and Rallies that include Special Stages, all vehicles shall comply with the Mandatory Safety Requirements as specified in Section 6.1.1 of the JMMC Regulations.

3.2 The Route

- a) The route must be carefully chosen to ensure that the competitors are not kept circulating in one locality for a long period of time. Built up sections and busy roads must be used for transport sections only. All efforts must be made to avoid arousing public opinion against rallying.

- b) Two (2) lane roads may not be used for rally traffic that is traveling in both directions at the same time unless specifically stated in the route instructions.
- c) Gas stops of not less than 15 minutes must be provided not more than 160 kilometers apart unless otherwise stipulated in the ASR's.
- d) The minimum distance of a rally shall be 160 kilometers unless otherwise stated on the official competitions calendar.
- e) Rally distance shall be deemed to be the total length of the rally route between the start of the first section and the final control of the last section during which a competitor is required to keep track of the time and mileage. Special Stages and other tests shall be included in the total published length of the event.
- f) No person should drive for more than 320 kilometers or eight (8) hours continuously, whichever comes first, without relief thereafter. There shall be a prescribed rest period of not less than 10 minutes for each hour driven (rounded down to the previous hour). A gas halt may be included in this rest period. However, time spent at prior gas halts may not be used to reduce this prescribed rest period.

3.3 Additional Supplementary Regulations (ASR's)

3.3.1 Contents of the Rally ASR's

The Rally ASR's shall contain the following information in addition to those stipulated in Section 2 Article 2.2.2.

- a) The names, addresses and telephone numbers of:
 - i) The Organizers.
 - ii) The Secretary of the event.
 - iii) The Chief Steward
 - iv) The Clerk of the Course.
- b) The names of the following:
 - i) Chief Technical Inspector
 - ii) Chief Scorer
- c) The locations of any meal, gas rest stops, where applicable.
- d) Approximate due time of arrival of first vehicle at any gas, meal and rest stops and at the finish, where applicable.
- e) Identification of the official map for the rally. If competitors are to provide their own copy, this must be stipulated.
- f) The method of determining starting positions.
- g) The amount of individual and team entry fees. If fees include the cost of any food, fuel, accommodations, etc., it must be so stated.
- h) The maximum earliness or lateness permitted in the rally.

- i) Scoring details including all items for which penalty may be imposed and the value thereof if different from these Regulations.
- j) Any condition of eligibility of vehicles, crew equipment in addition to those imposed herein.
- k) Categories of classes that are to be used.
- l) A list of all unusual equipment necessary to solve route instructions (e.g. compass).
- m) The method of breaking ties, if different from that specified in these Regulations.
- n) Any numbering or identification to be provided by the competitor.
- o) If any special stages are to be included, it must be stated.
- p) Information regarding the odometer checks.
- q) Any other regulation which the organizers, promoters and/or the JMMC may wish to apply to the rally. These additional regulations may not be in conflict with these Regulations unless specified authorization has been from the CSC.

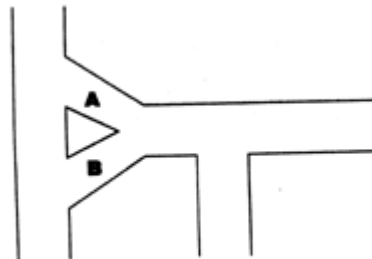
3.4 Route Instructions

3.4.1 Contents of the Route Instructions

The route instructions shall be applied in the following manner:

- a) All instructions pertaining to route or timing must be in writing and all route instructions must be typed.
- b) All landmarks or signs referred to in the instructions shall be clearly visible and legible from the front seat of the car proceeding in the correct direction of travel and under anticipated rally conditions.
- c) All references to signs shall be spelt and worded in the signs themselves.
- d) To ensure that each competitor receives a complete and legible set of route instructions, the sheets must be numbered "1 of 5", "2 of 5" etc. and handed out not less than two (2) minutes in advance of starting so that competitors will have an opportunity to verify that they have a complete and legible set.
- e) A crew's departure from the starting line of a section covered by a specific set of instructions shall be construed as evidence that they are satisfied with the route instructions issued to them.
- f) Where no specific instruction is given, a competitor shall continue on the road on which he is traveling as long as the road is clearly and unambiguously defined. For example, the competitor shall stay on the same road surface, named highway, numbered highway, street or road, follow directional arrows (such as "one way" signs), stay on the road protected by "Stop" or "Yield" signs etc. Where any doubt exists, a specific instruction must be given.

- g) When the term "caution" is used, a description of the hazard and a mileage must be given. Cautions shall be graded as Single, Double or Triple depending on the degree of severity.
- h) **Section** is a major portion of a rally, extending between rest, meal or gas stops and is composed of one or more legs.
- i) **Leg** is a sub-division of a Section extending between time controls.
- j) **Intersection** is any meeting or crossing of roads. This definition includes the following types:-
 - i) Y is an intersection of two (2) or more roads in the general shape of the letter "Y" requiring a turn being substantially less than 90 degrees. If the opportunities are not of equal composition or stature, a clarifying instruction must be used.
 - ii) **Triangle** is an intersection of two (2) or more roads in the general shape of a triangle, including within the intersection a generally untraveled grass, gravel or other surface normally used to control the flow of traffic. Slip roads on such intersections shall not be considered to be opportunities unless a clarifying instruction is used.
 - iii) **A Slip Road** is deemed to be any access or exit lanes (filter lanes) forming a portion of a single road at its junction with another/other road(s). For example, in the diagram below, roads A and B shall be deemed to be Slip Roads:-



3.5 Abbreviated Instructions and Terms

3.5.1 Meaning of Instructions

- a) The following abbreviations and/or terms shall be considered standard:
 - i) **R** means right or turn right
 - ii) **L** means left or turn left
 - iii) **SO** means straight on.
 - iv) **T** means "T" intersection (to be qualified as L @ T or R @ T).
 - v) **SS** means Stop Sign, or Special Stage.
 - vi) **O** means Roundabout (to be qualified as to L @ O, R @ O, etc.)
 - vii) **AL** means Acute Left
 - viii) **AR** means Acute Right
 - ix) **BL** means Bear Left

- x) **BR** means Bear Right
- xi) **TL** means Traffic Light; a light for the control of traffic having more than one (1) colored lens facing the competitor's line of travel, whether it is working or not.
- xii) **N** means North
- xiii) **S** means South
- xiv) **E** means East
- xv) **W** means West
- xvi) " _____ " means Full text of a sign
- xvii) **AFTER** means an intersection or Instruction using the work "**After**" shall be executed at the first opportunity after the landmark or point mentioned in the same instruction.
- xvii) **AT @** means a landmark or point used in conjunction with the word "**at**" or symbol "@" shall be located in the immediate vicinity of the point of execution or the referenced instruction.
- xix) **BEFORE** means any point referenced or used in conjunction with the word "**Before**" must be clearly visible from the execution point of the referenced instruction.
- xx) **OPPORTUNITY** means Roads on the ground to be taken into account for the possible execution of an instruction. Normally, opportunities shall only include paved roads unless the ASR's or Route Instructions stipulate otherwise. All one-way roads regardless of direction must be regarded as opportunities.
- xxi) **NON-STOP** means a Section of Leg during which competitors may not stop within sight of control without the risk of incurring the penalty specified. Competitors must stop at controls located in, or at the extremities of, such a Section or Leg. They must also obey road traffic instructions and laws (e.g. Stop Signs, Give Way Signs etc.). However, obvious balking at these instructions may also incur penalty.
- xxii) **OM** means **Overall Mileage**; the distance from the start of any Section.
- xxiii) **IM** means Interim Mileage; the distance from the previous Time Control.
- xxiv) **INT** means Intermediate Mileage; the distance from the previous Instruction.
- xxv) **INSERT** means an instruction to be inserted at a point or mileage specified. Inserts may not be "hidden" in the body of the instructions but must be prominently located at the beginning of the instructions for the Section to which it/they apply.
- xxvi) **SSS** means Special Stage Start.
- xxvii) **MST** means Maximum Stage Time.
- xxviii) **FF** means Flying Finish.
- xxix) **!** means Caution, potential danger.

- xxx) !! means Serious Caution, danger.
 - xxxii) !!! means Extreme Caution, very dangerous, **DO NOT IGNORE.**
 - xxxii) //// means Exposure from precipice, gully, canal, etc.
 - xxxiii) – means Secondary Road.
 - xxxiv) vv means Downhill
 - xxxv) ^^ means Uphill
- b) If any additional abbreviations/terms are to be used, a glossary must be given in the ASR's.
 - c) In the interest of safety, organizers shall avoid the use of signs which are obscure, small, and difficult to see at rally speeds or during the hours of darkness or which are appreciably removed from the rally route. **Sign design must be in consideration of persons who are colour-blind.**
 - d) The maximum average speed allowed at any point in a rally, other than a special stage, shall be 15% less than the legal maximum speed at that point and must be based on statute miles within +/- 2% except in such cases where TCs are disclosed and the organizers have stated that this factor has been taken into consideration.
 - e) The route instructions must provide for pick-up points, with given official time and overall mileage, at least every 40 kilometers. The location of these recovery points and direction of approach and departure must be defined in such a manner that they can be:
 - i) Located on the official map(s) for the rally.
 - ii) Easily related to the route instructions.
 - f) All competitors shall receive identical route instructions with the exception of the "Rabbits & Hares Rally" when Rabbits shall receive a simplified version of the Hares instructions.
 - g) Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route, **unless so noted in the ASR's.**
 - h) All instructions shall be made available to all competitors an equal amount of time before they are due to start the section of the rally to which they apply (normally 2 minutes). Maps may be issued 15 minutes prior to due start time of car 0.
 - i) In the case of an error or discrepancy in the instructions, the competitors shall go to the next pick-up point. All of the controls between the error and the pick-up point shall be eliminated and the competitors shall be given the departure time from the control after the pick-up point which shall be converted into a Route Control. This regulation shall apply in the case of a competitor's protest being upheld or at the discretion of the Chief Steward.

3.5.2 Odometer Check

Each rally must provide a specific and readily identifiable odometer check. The following check is provided by the CSC.

- a) This check is 13.16 kilometers on the circuit comprising of Old Hope Road, Barbican Road, Grants Pen Road, Shortwood Road, Constant Spring Road, Half Way Tree Road, Old Hope Road – when traveling in an anti-clockwise direction.

3.6 Special Stages

3.6.1 Regulations for Special Stages

- a) A special stage is an elapsed time segment of the route where there are no average speeds or speed limits.
- b) Special stages shall be clearly identified in the route instructions, with mileage and times for start and finish controls.
- c) Cars will be started in the order of their arrival at the start of the special stage. On arrival, competitors must report immediately to the start marshal and must be prepared to start without delay.
- d) Competitors shall start the Special Stage with a separation of no less than one (1) minute.
- e) The portion of the route comprising the Special Stage must be closed to all traffic other than competing vehicles.
- f) Crash helmets and seat belts must be worn by each member of the crew during a special stage, and smoking is not permitted. A 50 millimeter maximum opening is allowed for windows, unless the vehicle is fitted with an approved properly secured racing mesh, at which point the window may be left open.
- g) There must be continuous communication between the start control, the finish control and the stop control.
- h) A vehicle equipped to treat automobile accident victims should be standing by at the start control for all competitors. The vehicle must be operated by trained personnel equivalent to "Registered Nurse" or better. It is strongly recommended that a medical doctor be in attendance.
- i) Rallies containing special stages must be covered by land owners risk and third party liability insurance.
- j) Written permission must be obtained from the proper authorities if the special stage is held on public roads. The appropriate public notices must be posted in the media and along the road to be used as required by the authorities. Assistance should be sought in advance from the police to assist in the closing of the road.
- k) If the special stage is run on private property, consent in writing must be obtained from the property owner.
- l) The finish control shall be a Flying Finish and clearly marked.

- m) The stop control shall be clearly marked and must not be situated less than 0.25 kilometers after the flying finish.
- n) Times for all competitors will be recorded to the nearest second at the Flying Finish and relayed to the stop control along with the number of the car and brief description of same by radio. As a back up, these times and vehicle numbers must be recorded on a Marshal's Sheet at both controls.
- o) In addition to the route instructions, all special stages may be marked with supplementary directional arrows placed so as to help the competitors to stay on the proper route. However, route instructions will prevail in all circumstances.
- p) Allowance for special stage must be a minimum of five (5) minutes in excess of the average time taken to complete the test as determined by the organizer. This allowance must be clearly indicated in time keeping instructions.
- q) Pick-up points for OM and IM mileages after each special stage must be given and should be embodied in the instructions so as to enable competitors to correct for any wheel spin errors which may have occurred.
- r) Competitors shall not traverse a special stage or part thereof in the opposite direction of rally traffic.

3.7 Controls

3.7.1 Types of Controls

The following types of controls are recognized:

- a) Time Control (TC) is a control at the start and the finish of a Leg. A time and direction of approach are recorded.
- b) Elapsed Time Control (ETC) is a control at the start and finish of an elapsed time segment of the route i.e. start/finish of Special Stages. Elapsed Time Controls shall be utilized solely to determine the performance of the competitors within said segments of the route and cannot be used for other scoring purposes, i.e. Route Controls or Time Controls.
- c) Route Control (RC) is a control used to ensure that the competitor is on the correct route. Direction of approach is recorded. No time need be recorded.
- d) Off Route Control (ORC) is a control used to penalize competitors for being on the incorrect route. No time need be recorded.
- e) Start Control is a control at the start of a Section. The competitor's starting time is his Time Out for scoring purposes.
- f) Route Check is an unmanned route control and shall not be used in Championship Rallies nor shall route questions be used.

3.7.2 Location of Controls

- a) No controls may be located so as to interfere with traffic or create a driving hazard.
- b) No controls may be placed in the following locations, with the exception of meal, gas and rest stops:
 - i) On a main highway (e.g. Spanish Town ring road) or heavily trafficked road (e.g. Barbican Road, Barnet Street).
 - ii) Within a residential area (with the exception of Route controls) for major rallies.
 - iii) Immediately after a stop sign or traffic light.
 - iv) Within 15 meters of a corner.
 - v) Where competitors following the proper route will enter the control from the opposite direction. This applies to On Route as well as Off Route Controls.
 - vi) Route controls should not be sited in close proximity to the next Time Control unless competitors are given adequate time and distance to complete the remaining route to the TC without incurring penalty.
- c) All controls must be identified by a marker board at least two 0.6 meters square in size. The background must be of a color contrasting with the surroundings and the identification marks. Identification marks must be provided so that a competitor may differentiate between a Time Control and a Route Control from a distance of not less than 0.10 of a kilometer. Identification marks shall be the letters TC or a clock face, indicating a Time Control and RC indicating a Route Control.
- d) The control marker shall be on the left side of the road, securely erected, close to the shoulder and clearly visible from the route. The marker shall be located not less than 12 meters from the location of the control except in the case of a non-stop Section when the marker shall be aligned with the marshal and shall form the exact location of the control. In the case of former, the marker shall form the boundary of the control which shall extend for a similar distance on the far side.

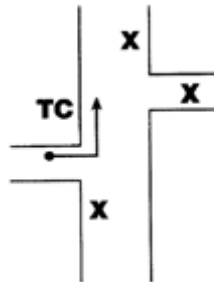
3.7.3 Control Procedure

- a) Controls must open a minimum of 15 minutes before their standard time and must close after the maximum lateness authorized for the last car (i.e. last car plus thirty (30) minutes). A control may be authorized by the control closing car to close at a time earlier only if all cars still competing have passed that control.

- b) Control opening and closing times can be changed once a Section has started on the authority of a Senior Official (Opening and Closing Marshal, Clerk of the Course, Organizers and Stewards).
- c) Competitors arriving at a control shall align themselves directly in line with the official marker for the control in such a manner as not to impede the flow of traffic.
- d) If two (2) or more competitors arrive at the control at the same time, they shall align themselves one behind the other in the same sequence of their arrival. Doubling up or parallel parking is strictly prohibited.
- e) Any competitor overshooting a time control will be timed as he passed the control. He must leave his car where he stops and walk back to receive his time. Reversing into a control is prohibited.
- f) Competitors must clear all controls immediately upon receiving his time or control card.
- g) Competitors not respecting the control procedures may be subject to an Incorrect Control Procedure (ICP) penalty. If a penalty for ICP is assessed, a notation "ICP" must be made on the competitor's sheet and marshal's sheet. The notation "ICP" shall only be made after due warning by the marshal in the case of (d) and is subject to protest.
- h) The penalty for Incorrect Control Procedure shall be 50 points in navigational rallies and 60 seconds on a special stage.
- i) In the case of a Non-Stop Section, a competitor observed delaying within sight of a control cannot be given an ICP penalty. If, however, a competitor is observed to have obviously stopped within sight of a Time Control and before passing the Time Control board (except in the interest of safety), the marshal shall record as his Time-in, that time at which he was first observed to have stopped and shall note the word "stopped" on both the competitor's sheet and the marshal's sheet. However, marshals are expected to penalize flagrant violations and not minor hesitations which might occur when a competitor is attempting to continue to move forward.
- j) If a competitor is observed to execute a U-turn or attempting to reverse or is seen circling within sight of a Time Control, the control official shall give him the time when the maneuver was performed and will note the maneuver performed on the competitor's sheet as well as the marshal's sheet.
- k) In Stages Rallies no servicing will be allowed within 500 meters of time controls unless stated in the ASR's. The areas between TCs and special stage starts and between adjacent special stages not separated by a TC shall be a "No Service Area". Only the changing of a wheel(s) carried in the competing car, due to a puncture or damage, and the cleaning of lights, numbers or windshield, and other minor adjustments shall be permitted. These servicing allowances must be carried out by the competing crew only; no outside help shall be permitted.

3.7.4 Wrong Direction/Approach

- a) Wrong direction/approach occurs when a competitor arrives at a control marker from an approach other than that prescribed in the route instructions.
- b) If a competitor is observed to have initially made the correct approach, makes an error and immediately corrects this error completely beyond the jurisdiction and sight of the control, the wrong direction penalty will not be applied
- c) The following diagram shows a control with four (4) possible approaches. Those marked with an "X" shall constitute Wrong Direction/Approach:



- d) If a penalty is to be assessed for wrong direction/approach, a notation "X" must be made on the competitor's sheet and marshal's sheet by the marshal at the control at the time the infraction occurs.
- e) U-turns, circling and weaving within sight of the Time Controls are not permitted and will be assessed a penalty equal to ICP (refer to Article 3.7.3 h). No warning shall be given and must be noted on both sides of the competitor's and marshal's sheet.
- f) Official overall mileage, official standard time (Car 0 Time) for the control and the next instruction number must be available at Time Controls.
- g) A California Time Control is such that a competitor must pick up a different route within sight of control.

3.8 Timing

3.8.1 Time Regulations

- a) The following shall be considered to apply to all rallies held under these Regulations:
 - i) **Standard Time** is the time of day a competitor number 0 is required to be at any specified point.
 - ii) **Scheduled Time** is the time of day each competitor is required to be at any specified point.

- Scheduled time for any competitor equals Standard Time plus the competitor's rally number multiplied by the time interval between competitors, unless otherwise specified in the ASR's.
- iii) **Target Time** is the period of time allowed to each competitor to travel the distance between any two (2) points.
 - iv) For the purpose of standardization, the interval between competitors shall be one (1) minute unless otherwise specified in the ASR's.
- b) The master clock and all official watches for the event shall be synchronized as close as possible to the rally start.
 - c) Timepieces to be used by the rally officials shall be:
 - i) Accurate and legible. Digital watches should be used at all times;
 - ii) Checked by an official as close to the start as possible. The time of checking shall be noted on the control sheet;
 - iii) Checked by an official as close to the finish of the event as possible. The time of checking shall be noted on the control sheet.
 - d) There shall be at least two (2) marshals at all controls where a time is to be recorded.
 - e) The following is standard timing procedure to be used on all rallies organized under these Regulations:
 - i) At all time controls, the marshal shall note on his record sheet and the competitor's sheet, the hour, minutes and 10ths of a second at which the competitor's vehicle stops in front of the control (not to be mistaken to read "control marker"). In rallies timed to the complete minute, the 10ths shall not be recorded.
 - ii) If the rally is to be scored to the nearest preceding whole minute, the control shall be located at the .00 mark of the minute.
 - iii) If the rally is to be scored to the nearest whole minute, the no penalty period shall be from 0.00 to 0.59 seconds of the correct minute.
 - iv) In the case of a Non-Stop section, if the competitor was observed to have flagrantly stopped before passing the time control marker (except in the interest of safety), the marshal shall record his time-in as the time at which he was first observed to have stopped (refer to Article 3.7.3).
 - v) A competitor's time-in will also be his time-out unless the ASR's specify otherwise.
 - vi) There shall be no timing or time allowances at route controls unless specifically stated in the ASRs and or route instructions.
 - vii) Errors by the marshal in recording the competitor's time will be corrected in scoring.
 - f) The maximum earliness permitted in a rally shall be 15 minutes and the maximum lateness permitted in a rally shall be 30 minutes except that this

- maximum lateness may be extended to 60 minutes at a rest halt or meal stop, if so specified in the ASRs.
- g) The maximum lateness at a finish control shall be 60 minutes i.e. to qualify as a finisher. However, for the purpose of scoring, a competitor who is more than 30 minutes late will receive the maximum penalty of 300 points.
 - h) A competitor's total lateness or earliness is defined as the difference between his scheduled time and his actual time.
 - i) If a competitor's total lateness or earliness at a time control exceeds the maximum earliness or lateness permitted, he shall be scored as having missed that control. Maximum lateness does not apply at a route control.
 - j) Maximum lateness or earliness may not be changed once a rally has started.
 - k) The rally will be run on the on the target time system and all earliness and lateness within the maximum must be maintained unless otherwise specified in the ASRs.
 - l) Pauses such as meal and rest stops, shall be used to reduce earliness and lateness unless otherwise specified.
 - m) Marshals shall not attempt to determine whether a competitor is within maximum earliness or lateness, but shall limit themselves to issuing and recording times for each competitor who checks in.
 - n) If a competitor believes that a marshal has misread his watch, he shall ask the marshal to re-check the time.
 - o) If the marshal agrees that he did misread his watch, he shall correct the time-in on the competitor's card and note the corrected time on his record sheet.
 - p) If the marshal does not agree that he misread his watch, the competitor shall base his calculations on the time-in recorded.
 - q) If a competitor doubts the accuracy of a marshal's watch, he shall ask the marshal to note in the comments column on his record sheet the time-in which the competitor believes to be correct. The marshal shall do so but shall not alter the time recorded on the competitor's card. The competitor shall base his calculations on the time recorded on his card.
 - r) At the end of the rally, the competitor shall submit a protest. If, as a result the accuracy of the marshal's watch and/or location is determined to be inaccurate, an allowance equal to the number of minutes shall be made to all competitors.
 - s) Rallies shall be scored on the "Target Time" or control to consecutive control principle, i.e. penalties incurred at a control shall be treated individually and no penalties thereby incurred shall be carried forward, unless otherwise specified in the ASRs. Nevertheless, a competitor will be deemed not to have reported at a control if he exceeds the maximum earliness or lateness.

- t) Any competitor who is early or late is required to reduce such earliness or lateness by either reducing or foregoing any period of time provided for remaining at meal or rest stops, unless otherwise specified in the ASRs.
- u) A competitor missing one or more consecutive time controls shall be deemed to be penalty free at the next control reached, provided he reaches within maximum earliness or lateness.
- v) If a competitor checks in to the same control more than once, the first visit shall be the time and approach recorded for the purpose of scoring.
- w) If a time control is improperly located, competitors shall be scored according to its actual location (See Article 3.8.1 r).
- x) A competitor who has been unduly delayed upon arrival or departure from a control, test or halt (i.e. TC, RC, gas or meal stop, special stage), due to an administrative error or tardiness on the part of the organizers or attending marshal, may ask for delay allowance of a specific time to be noted on the relative or following marshal's sheet and his own time card, accompanied by the marshal's signature. However, the competitor must maintain target time to the next TC, unless this delay has caused him to exceed his maximum lateness. A protest must be filed concerning the delay within the time allowed at the end of the rally. The acceptance or modification of this delay allowance is subject to the discretion of the stewards of the event.
- y) The marshal shall record sufficient information to identify every competitor who checks in.

3.9 Scoring and Results

3.9.1 Scoring

- a) Competitors will start with 0 penalty points. The competitor incurring the least penalties will be the winner, and so on.
- b) A competitor's performance will be scored as follows, unless the penalties listed below are modified by the ASR's. However, such modifications are not permitted for Championship Rallies without specific authority of the CSC.
 - i) Missing a time control 300 Points
 - ii) Missing a route control 300 Points
(N.B. A stop sign check will be considered a route control).
 - iii) Arriving at a time control before time due, where scoring is to be the full preceding minute - per minute. 20 Points
 - iv) Arriving at a time control after due time due, where scoring is to be the full preceding minute - per minute. 10 Points
 - v) Incorrect Control Procedure (see Article 3.7.3). 50 Points

- vi) Coming to an obvious stop within sight of a time control in a non-stop leg. 150 Points
- vii) Wrong direction/approach (see Article 3.7.4). 150 Points
- viii) Not attempting or being ready to attempt a test when instructed to do so. 300 Points
- ix) Not completing a test (see * below). 150 Points
- x) Not performing a test correctly) see * below). 150 Points
- xi) Making a false start in a test (see * below). 150 Points
- xii) Breach of the Road Traffic Law or any statutory requirement as to the driving of a motor vehicle, or the construction, use and lighting of vehicles (see * below). 300 Points
- xiii) Excessive noise or damage to exhaust system. 150 Points
- xiv) Damage to car. 150 Points
- xv) Visiting controls in the incorrect sequence. 150 Points
- xvi) For visiting a route control not on the correct route (i.e. an off route check). 150 Points
- xvii) Covering the distance between any two controls on a public roadway in less than $\frac{3}{4}$ of the time allowed by the official times, when controls are more than 6 kilometers apart (see * below). 300 Points
- xviii) Not complying with Parc Ferme. Exclusion
- xix) Failure to comply with any requirement of the ASR's, Road Book, Time Card or Special Test instructions for which no other penalty is applied. 300 Points
- xx) Penalties for Special Tests, (time taken in excess of that recorded for the fastest car in class who shall be penalty free) 1 Point per/sec up to a maximum of 100 Points
- * The maximum penalty for a test shall not exceed 300 points under any circumstances. A test includes special stages and dexterities.
- ** Any combination of two (2) or more offences of this nature shall result in exclusion.
- xxi) Solely for establishing class positions on speed tests, the following penalty will apply. For failure to record a start or finish time in a test slowest recorded time in class plus 200 seconds.
- xxii) To be classified as a finisher, a competitor must report to the final control within a stipulated time and at least 50% plus one (1) of the time controls and route controls included in the scoring, unless otherwise specified in the ASR's.

3.9.2 Assessment of Performance

- a) Final overall and class positions will be determined by the aggregate of the total elapsed time taken on the special stages and tests, in addition to any road or other penalties assessed.

- b) The following penalties shall be added to the elapsed stages times:
- i) For each minute late at a TC - 10 seconds, up to a maximum of 300 seconds
 - ii) For each minute early at a TC - 20 seconds, up to a maximum of 300 seconds.
 - iii) For arrival in a control area from the direction of the subsequent stage - Exclusion.
 - iv) For not reporting to a TC within maximum earliness or lateness - Exclusion.
 - v) For starting but not finishing any stage or test - Exclusion.
 - vi) For not starting any special stage or test within maximum earliness or lateness - Exclusion.
 - vii) For not completing a test correctly, or taking the wrong route on a stage - Bogey time.
 - viii) Traversing any part of a stage in the opposite direction to rally traffic will result in exclusion from the event.
 - ix) For making a false start before 00 second of a minute - elapsed time plus 60 seconds.
 - x) For not being ready to start special stage or leg is the sequence given on the timecard - prescribed start time with the clock running.
 - xi) For not being ready to start any section or leg at time due - 60 seconds.
 - xii) For not complying with any reasonable instruction by an official provided a warning is given that a penalty will be applied - 60 seconds.
 - xiii) For abusing a Marshal – 60 seconds. (Each occurrence).
 - xiv) For any instance where a competitor has been proven to have unreasonably baulked another competitor – 60 seconds. Any consistent baulking will result in exclusion from the rally.
 - xv) For reversing into a stop control from the wrong direction or stopping within the declaration area between the flying finish and stop control. – Bogey time 1st occurrence. Any further infringement will result in exclusion.
 - xvi) Actual time taken for a stage will be the time used.
 - xvii) For any competitor who causes or is part of a serious blockage on a special stage, whether intentional or otherwise, if his actions prevent any other competitors from completing the stage competitively – Bogey time.
 - xviii) For servicing in a no service area – 10 minutes for the 1st occurrence. Any further infringement will result in exclusion.

3.9.3 Results

- a) Provisional scores for all competitors shall be posted at one time. Scores shall be posted on the Official Notice Board not less than one (1) hour and not more than three (3) days after the arrival time of the last possible finisher. The Official Notice Board must be located at the finish of the rally or some other designated place which shall be easily accessible to all competitors and specified in the ASRs.
- b) Corrections made to the scoring after protests have been considered, will be contained in the provisional results.
- c) When the protest proceedings have finished the results are final if:
 - i) The provisional scores were posted within the limits allowed.
 - ii) No protest decision has been deferred.
 - iii) No appeals have been submitted.
- d) If an Appeal Board hearing is held under the guidelines laid down in these Regulations, and the results are modified, the revised final results must be issued containing:
 - i) The Appeal Board's decision on all appeals heard.
 - ii) A complete set of scores (control by control) modified according to the decision of the protest(s).
- e) Results shall be sent to the Chairman of the CSC, the Championship Scorer(s) and the P.R. Officer as soon as they become official.
- f) All results must contain the following minimum information:
 - i) Name of the Rally;
 - ii) Name of the Organizers;
 - iii) Date of the rally;
 - iv) Names of Stewards;
 - v) Name of the Clerk of the Course;
 - vi) Name of the Secretary of the Event;
 - vii) Name of the Technical Inspector(s);
 - viii) Name of the Route Checker(s);
 - ix) Names of all Marshals employed who are JMMC members and number of controls manned by each;
 - x) Status of Rally (if any);
 - xi) Finishing positions listed in order (provisional or final);
 - xii) Make and model of vehicles;
 - xiii) Competitor's numbers;
 - xiv) Names of crew members;
 - xv) **Official mileage and standard time of all time controls;
 - xvi) **Penalty points incurred at each control by each competitor;
 - xvii) Total number of penalty points incurred by each competitor.

** Refers to individual score sheets only

- g) Competitors having equal number of penalty points shall be considered tied. Subsequent positions shall be enumerated according to the number

- of vehicles listed ahead. If a tie breaker is to be applied, other than the ones described in this Regulation, it must be specified in the ASRs.
- h) In the case of Championship Rallies, equal positions and Championship points will be awarded. A tie breaker will be applied unless specified in the ASRs, for the purpose of distributing awards.
 - i) If a tie breaker is applied the following method shall be used:
 - i) Smallest number of crew;
 - ii) Furthest cleanest on road section from start;
 - iii) Furthest cleanest on road section from finish;
 - iv) Smallest capacity cc. rating;
 - v) Toss of a coin.
 - j) In the event of a tie on overall speed sections, the following tiebreakers shall be used:
 - i) Most entrants in class
 - ii) Cleanest from start
 - iii) Cleanest from finish
 - iv) Lower classed vehicle
 - v) Toss of a coin
 - k) In the event of a tie for overall on Stage Rallies the following tiebreakers shall be used:
 - i) Crew of car in lower class
 - ii) Crew of car that is faster on a greater number of stages.
 - iii) Crew with the least personalities
 - iv) Toss of a coin.

3.9.4 Protest Time Limits

In addition to the time Limits stated under Article 2.6.5 the following shall apply for Rallies:

- a) Any protest by a competitor concerning the accuracy of a marshal's watch or control location, must be submitted within 30 minutes of the competitor's Time-In at the finish of each Section.
- b) Any protest by a competitor concerning a delay allowance request must be submitted within 30 minutes of the competitor's Time-In at the finish of each Section.
- c) Any protest from a competitor concerning a mistake or irregularity occurring during the rally or which became evident during the rally, must be submitted within 30 minutes of the competitor's Time-In at the finish of each Section.
- d) Any protest from a competitor concerning the calculation of a score must be submitted within two (2) hours of the posting of Provisional Results at the designate location and time.

- e) The Steward may grant an extension to a competitor's allowable time to submit a protest in order to make it physically possible for the competitor to submit the protest.
- f) If the scores are not posted as per the ASR's, a competitor who believes that an error has been made in the calculations of a score, may submit a protest concerning the error to the Chief Steward (accompanied by the appropriate fee) within 24 hours of the scores being disclosed.
- g) If the Stewards decision on a protest considered at the finish of the rally is deferred (as in Article 1.5.8 c) a competitor or entrant, who believes that an error has been made in the revision of a score as a result of the deferred decision, may enter a protest concerning the error within 24 hours of the deferred decision.

3.9.5 Points and Awards

- a) Only JMMC members shall qualify for points, regardless of the status of the event. Awards shall be given to members of affiliated clubs and invited guests in the same manner as JMMC members.
- b) Awards shall be presented as follows:
 - i) 1 to 3 cars in class - 1st place only
 - ii) 4 to 6 cars in class - 1st & 2nd place only
 - iii) 7+ cars in class - 1st, 2nd & 3rd place
 - iv) Fastest overall - 1st, 2nd & 3rd place
 - v) Fastest 2WD - 1st, 2nd & 3rd place
 Additional awards may be specified in the ASRs.
- c) JMMC Class Points Schedule:

<u>Placing</u>	<u>3 Cars</u>	<u>4 - 6 Cars</u>	<u>7+ Cars</u>
1 st	110	130	150
2 nd	70	100	110
3 rd	50	80	90
4 th		70	80
5 th		60	70
6 th		50	60
7th			50
8th			40
9th			30
10th +			20

d) **Points Schedule For Major Rallies**

- (i) **Competitors:**
Total Distance (Km)

<u>Placing</u>	<u>100 - 150</u>	<u>151 - 350</u>	<u>351 - 500</u>	<u>501 - 750</u>	<u>751+</u>
1 st	300	350	410	500	600
2 nd	260	300	350	410	480
3 rd	230	260	300	350	410
4 th	210	230	260	300	350
5 th	200	210	230	260	300
6 th	190	200	210	230	260
7 th	185	190	200	210	230
8 th	180	185	190	200	210
9 th	175	180	185	190	200
10 th	170	175	180	185	190
11 th	165	170	175	180	185
12 th	160	165	170	175	180
13 th	155	160	165	170	175
14 th	150	155	160	165	170
15 th	145	150	155	160	165
16 th	140	145	150	155	160
17 th	135	140	145	150	155
18 th	130	135	140	145	150
19 th	125	130	135	140	145
20 th	120	125	130	135	140
21 st to last finisher	110	115	120	125	130

Points above apply to each member of a 2 man crew - for 3 man crews less 10%.

e) **Points Schedule for Stages rally Championships**

	Overall Points
1 st place	10
2 nd place	8
3 rd place	6
4 th place	5
5 th place	4
6 th place	3
7 th place	2
8 th place	1

3.10 Officials

3.10.1 Duty of Officials

- a) In addition to the duties of the officials, stipulated in Article 2.5, the additional duties in this Regulation shall apply to rally events.

3.10.2 The Chief Steward

The Chief Steward shall be responsible for seeing that the route is checked by an appointed route checker prior to the rally using a set of typed instructions, at the time of day and under the same conditions as anticipated for the event itself.

The purposes of this check are:

- a) To ensure that the route and instructions comply with these Regulations the ASR's of the rally and the character of the event as specified by the Managing Committee.
- b) To check the suitability of the start, finish, gas, meal and rest stop facilities.
- c) To find and eliminate any ambiguities or incorrect instructions mileage errors etc.
- d) To check the location of controls to ensure that Article 3.7.2 has been complied with, particularly with regard to safety.
- e) To verify that timing calculations are correct and that controls are at 00 mark of the minute unless scored to the 10th of a minute.
- f) To verify that specified speeds are safe and conform to regulations with particular attention to populated areas and heavily traveled main roads.

3.10.3 The Clerk of the Course

The Clerk of the Course shall:

- a) Be responsible for the selection of the route, scheduling siting of control points and all other matters pertaining to the running of the event itself.
- b) Take reasonable precautions to avoid inconvenience being caused to the general public or local residents.
- c) Satisfy himself that all officials are at their posts and report the absence of any of them to the stewards of the event.
- d) Satisfy himself that all officials are provided with the necessary information to enable them to properly carry out their duties.
- e) Satisfy himself that each competitor carries the proper identification required for the event.
- f) Make arrangements so that competitors shall start in the right order and at the proper time.
- g) Make arrangements for the collection of all records that may be necessary for the determination of the results and to ensure that they are delivered to the official responsible for scoring the event.

- h) Satisfy himself that any average speeds required by the instructions, while the competitors are on the public roads, shall not require or induce the drivers to exceed any statutory limits, or be at a speed which might be considered dangerous or unreasonable.
- i) Satisfy himself that a course opening car traverses the entire rally route prior to the event in accordance with Article 3.11.1 d.
- j) Be responsible for recruiting and if necessary, training sufficient marshals for the proper and efficient functioning of all manned controls. He shall satisfy himself that all marshals are properly stationed during the entire period that their respective controls are to be opened and he shall also assure himself that they have all the information, documents and equipment that might be required in the fulfillment of their duties.

3.10.4 The Secretary of the Event

The Secretary of the Event shall be responsible for all documents pertaining to the organization of the event and all announcements required in connection therewith. In particular he shall:

- a) Satisfy himself that all entrants have submitted properly completed entry forms.
- b) Satisfy himself that all documents required from competitors are in order i.e. valid drivers licenses, etc.
- c) Satisfy himself that all Officials and Stewards are provided with any forms or documents that may be required for the proper performance of their functions.
- d) Be responsible, together with the Chief Scorer, for the prompt notification, in writing, of the event to all competitors in accordance with Article 3.9 of these regulations.

3.10.5 The Chief Scorer

The Chief Scorer shall be responsible for all timekeeping and scoring arrangements for the event, including any assistance he may require, in conjunction with the Secretary of the event, be responsible for the dissemination of results in accordance with Article 3.9 of these regulations.

3.11 Conducting a Rally

3.11.1 Administration of The Rally

- a) Instructions, including timing calculations and control locations must be checked by someone other than the writer so that ambiguous instructions and errors may be found and corrected. Reproduced instructions must be carefully proofread against the original copy to ensure that typographical

- errors have not been committed. Preferably, the check ride should be made from a set of final instructions which must be typed in such a fashion that they are easily read. Rallies must be planned far enough in advance to permit the Organizers and Stewards to ensure that the final instructions are checked.
- b) A draw for starting position must be held. The draw shall include all entries received by the organizers until the limit is met. Entries in excess of the limit shall be placed on a standby list in order of their receipt.
 - c) Competitors shall start each section of a rally at intervals of not less than one (1) minute apart.
 - d) A course opening car must be used to ensure that the entire route is passable and to provide alternate routes around the blockage(s). This vehicle must cover the route not less than 15 minutes or more than 1 hour before the rally. If the route becomes blocked after the course opening car, it shall be deemed to be "force majeure" and no allowance shall be made. If a portion of the route is not passable and it can be proven that a course opening car did not travel that portion of the route within the time limits stipulated, due allowances, must be made in scoring up to and including the end of the section so that the competitor is not penalized because of the route blockage.
 - e) In the absence of a control opening car, the course opening car shall ensure that all controls are correctly located and that control time pieces are correctly set (See Article 3.8.1 item c ii). If the control or the course opening car finds a control missing, that official shall post an "Unmanned" sign at a point where it shall be clearly visible to all competitors.
 - f) Where possible, a control closing car must be used to ensure that they do not close too soon, to check control time pieces (see Article 3.8.1 item c ii), and collect the control record sheets and bring them to the finish, or deliver them to the chief scorer.
 - g) If the control opening and/or closing cars are unable to complete the route for some unforeseen reason, this shall not of itself be reason for elimination of controls from scoring.
 - h) A registration must be held at the start of an event during which a register must check that all competitors possess valid documents as listed under Article 3.1.2 item d of these Regulations.
 - i) An inspection must be held at the start of the event during which the Technical Inspector shall check all competing vehicles as described in Article 3.1.3 item c. The Technical Inspector must also make note of the license number of each competing vehicle described on the entry form.
 - j) The organizers, stewards and any other authorized persons must be identified and introduced at the Drivers Meeting.
 - k) Adequate instructions, including time and location must be provided to service crews on major rallies. These instructions should be no more than 80 kilometers apart and will include any gas halts, meal stops, rest halts,

etc. Any other locations given must be the same as pick-up points given to competitors so as not to compromise the route of the rally.

3.11.2 Official Notices

- a) All official notices must be signed by the Clerk of the Course, or the opening Marshal.
- b) Any known corrections to the route instructions must be prominently posted at the start of the section to which they apply.
- c) If a change of the route instructions become necessary after a leg has started, an official notice containing changes to the route and/or timing must be prominently posted at a control or on a clearly visible and securely placed sign. Such a notice must be placed before the maximum earliness of the first car to pass that point.
- d) Any official notice making changes to the ASR's must be posted before the start of the section to which they apply and must be signed by the Chief Steward.
- e) A timing sheet stating the official mileage of all controls and the correct elapsed times to all timed controls must be posted at the finish before the due time of the first car.