



THE **LONDON - ATHENS** RALLY
2002

INFORMATION

The Clubman's International Endurance Rally



Adventure Roads Start Here...

Back in 1970, a handful of us drove into Mexico City having taken in 11 countries in 25 days, survivors of simply the most demanding road-rally there has ever been, and I count myself very lucky that I was able to sit alongside Jimmy Greaves – the David Beckham of his day – and be in the winning team, one of only a handful to survive a truly awesome and gruelling route. I seem to remember we all bitched like hell about the state of the roads, but once the aches and pains faded, we were left with some wonderful memories. The second in the concept was an even more ambitious route, a few years later, becoming the first rally to ever cross the Sahara, with a finish in Munich. Philip Young tried to revive the World Cup concept some 10 years ago with a drive to Cape Town...hitting border-disputes just before the start, but finally pulled off the London-Sahara-London last year. Interestingly, the original pioneering events restricted tuning and limited power with rules that only allowed bits from the manufacturer's parts bins... at the time, there was a whole set of regulations devoted to racing and rallying totally standard cars, called Group One, and it is simply great that this philosophy has now been revived. The original World Cup rallies were stand-alone, totally unique events. They encouraged the clubman to have a go, indeed, anyone with a sense of adventure could join in. Distance is a great leveller, and everyone competed on fairly equal terms. Now, the wheel has gone full circle, and isn't that great? This is exactly what today's Organisers are out to achieve with this revival-rally and its all-new route to the roads of the Acropolis. I am all for it! There has to be a big-time international rally to far off places we would never get round to visiting, where the amateur enthusiast is not the back-marker..... here, for once, he can be out in front – doing the winning! These rules are about turning that dream into reality, and by keeping cars to as near standard-trim as possible, not only are costs kept right down, but we can once more all relate to the kind of rally-car that really is just like the street-cars we all depend upon for our daily motoring. In today's dizzy world of high expense, where normally only those with the biggest cheque books get near the trophies, this event comes as a breath of fresh air. I wish all those setting out on the London to Athens, driving through the Balkans for the first time since the Liege-Sofia-Liege of the 1960s, the very best of luck on yet another dusty drive down the roads to Adventure. And I look forward to hearing all the tales from the survivors of Europe's last true road-marathon. It all looks terrific fun....and just like the old days.



A Bridge So Far: Tony Fall, 1970.

Tony Fall

*Tony Fall,
Safety Devices*

World Cup Rally Hall of Fame

1970: The 1st World Cup Rally - London to Mexico

1	Hannu Mikkola, Gunnar Palm	Ford Escort 1700	9hrs 07mins
2	Brian Culcheth, Johnstone Syer	Triumph 2.5Pi	10hrs 25mins
3	Rauno Aaltonen, Henry Liddon	Ford Escort 1700	10hrs 46mins
4	Paddy Hopkirk, Tony Nash, Neville Johnston	Triumph 2.5Pi	12hrs 26mins
5	Timo Makinen, Gilbert Staepelaere	Ford Escort 1700	14hrs 31mins
6	Jimmy Greaves, Tony Fall	Ford Escort 1700	19hrs 31mins
7	Patric Vanson, Olivier Turcat, Alain Leprince	Citroen DS21	22hrs 3mins
8	Sobieslaw Zasada, Marek Wachowski	Ford Escort 1700	23hrs 59mins
9	Reg Redgrave, Phil Cooper, Bob Freeborough	Morris 1800	24hrs 42mins
10	Rosemary Smith, Alice Watson, Ginette Derolland	Austin Maxi 1500	30hrs 35mins
11	Ken Tubman, André Welenski, Rob McAuley	Austin 1800	32hrs 26mins
12	Leonti Potapchik, Edouard Basehenov	Moskvich 1500	34hrs 06mins
13	William Bendek, Dieter Hubner, Jorge Burgoa	BMW 202 Ti	35hrs 14mins
14	Ron Channon, Rod Cooper	Ford Lotus Cortina	36hrs 43mins
15	Alun Rees, Hywel Thomas, Washington James	Hillman Hunter	37hrs 50mins
16	Alfred Katz, Alfred Kling, Albert Pfuhl	Mercedes Benz	38hrs 05mins

1974: The 2nd World Cup Rally - London - Sahara - Munich

1	Jim Reddiex, Ken Tubman, André Welenski	Citroen DS23	15hrs 27mins 30secs
2	Christine Dacremont, Yveline Vanoni	Peugeot 504	43hrs 55mins 01secs
3	Robert Neyret, Jacques Terramorsi	Peugeot 504	61hrs 26mins 31secs
4	Claudine Trautmann, Marie-Odile Descignes	Peugeot 504	78hrs 35mins 41secs
5	James Ingleby, Robert Smith	Jeep CJ6	123hrs 58mins 23secs
6	Patrick Vanson, Jacquy	Citroen DS23	212hrs 40mins 47secs
7	Eric Jackson, Bob Bean	Ford Escort	235hrs 36mins 14secs
8	Ali Sipahi, Asmi Avcioglu	Murat Fiat	245hrs 20mins 25secs
9	Basil Wadman, Michael Hillier, Chris Lentz	Peugeot 504	245hrs 55mins 26secs
10	Claude Laurent, Jacques Marche	Citroen GS	249hrs 21mins 03secs
11	Ed Golz, Fred Baker	BMW	263hrs 19mins 03secs
12	Rainer Ising, Hans Ludort	Range Rover	287hrs 25mins 11secs
13	Evan Green, John Bryson	Leyland P76	294hrs 48mins 13secs
14	Stephen Kimbrell, Gary Whitcombe	Rover P6 3.5	303hrs 02mins 01secs
15	Andrew Cowan, Johnstone Syer	Ford Escort RS2000	311hrs 20mins 00secs
16	Carlos Weck, Claudio Mueller	VW Brazilia	324hrs 11mins 49secs
17	Kurt Reinhard, Ole Pedersen	BMW	351hrs 02mins 42secs
18	Bryan Wood, Edward Meek	Ford Escort	378hrs 33mins 03secs
19	Derek Tullet, Alan Gaunt	Ford Capri	455hrs 34mins 08secs

1992: The CRA World Cup Rally - London - Sahara - Cape Town

Cancelled due to political difficulties

2001: The 3rd World Cup Rally - London - Sahara - London

1	Donie Keating, Nick Condon	Volkswagen Polo	6hrs 04mins 51secs
2	Barbara Armstrong, Alyson Marlow	Peugeot 206 LX	6hrs 07mins 53secs
3	David Johnson, Robert Johnson	Proton Satria	6hrs 09mins 42secs
4	Andy Dawe, Simon Sparey	MG ZR	6hrs 15mins 25secs
5	Paul Carter, Geoff Dearing	Vauxhall Nova	6hrs 34mins 24secs
6	Shirley Greenway, Andrew Johnson	MG ZR	6hrs 43mins 35secs
7	Richard Butler, Tobin Gordon	Renault Clio	6hrs 47mins 30secs
8	Andrew Actman, Tom Coulthard	MG Midget	6hrs 47mins 45secs
9	Nicky Porter, Malcolm Sinclair	Mitsubishi Spacestar	6hrs 52mins 57secs
10	Stephen Hodge, Jonathan Soames-Waring	Vauxhall Corsa	6hrs 59mins 46secs
11	Jeremy Anstead, Christopher Anstead	Fiat Punto	7hrs 10mins 39secs
12	Rory McNeile, Peter Hopkins	Peugeot 106 Rallye	7hrs 11mins 01secs
13	Nigel Broderick, Paula Broderick	Toyota Yaris	7hrs 24mins 37secs
14	Philip Crumpler, Alan Wilkins	Renault Clio	7hrs 26mins 33secs
15	Peter Hall, Andrew Powell	Skoda Fabia	7hrs 26mins 54secs
16	Andy Bown, Nigel Wakeling	Peugeot 106 Xsi	7hrs 29mins 16secs
17	David Maryon, Kenneth Powell	Peugeot 206	7hrs 31mins 05secs
18	Trevor Skinner, Robert Taylor	Nissan Micra	7hrs 40mins 02secs
19	Adrian Ball, Katie Wells	Volkswagen Polo	7hrs 40mins 31secs
20	Simon Broderick, James Wheildon	Toyota Yaris	7hrs 41mins 30secs

SUPPLEMENTARY & TECHNICAL REGULATIONS

London to Athens Rally 2002

An International Road Rally
5th to 16th October 2002

1 Announcement

- 1.1 The 2002 London to Athens Rally will be held between 5th October to 16th October 2002. The event is promoted by the Classic Rally Association, sanctioned by the FIA and approved by the Motor Sports Association, as a Road Rally open to members of the Classic Rally Association
- 1.2 The event will be governed by the General Regulations of the Motor Sports Association (The MSA); incorporating the general provisions of the International Sporting Code of the FIA, these Supplementary Regulations and any Official Bulletins.
- 1.3 **IMPORTANT:** All motor sport is potentially dangerous. The London to Athens Rally presents a challenge to competitors and uses roads that may be hazardous. The event will be a test of endurance for crews as well as cars, and competitors must satisfy themselves that they are medically fit enough to take part. Competitors should not enter the event unless they accept the risk to themselves and their car. The onus is on competitors to drive carefully and safely at all times. The Classic Rally Association, the Organisers of the rally and the officials and representatives of the event accept no responsibility whatsoever for any accident, loss or injury befalling competitors, and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form.

2 Proposed Programme and Route

Itinerary

- 2.1 The itinerary listed below is intended as a guide and may be subject to alteration. The final itinerary with the location of, overnight halts, Rally Headquarters and the Official Notice Board will be notified an Official Bulletin.

Friday 4 th October	Scrutineering and Documentation
Saturday 5 th October	Rally Start
Saturday 5 th October	Leg 1 – Blenheim to Trier
Sunday 6 th October	Leg 2 – Trier to Grobming
Monday 7 th October.....	Leg 3 – Grobming to Rijeka
Tuesday 8 th October.....	Leg 4 – Rijeka to Dubrovnik
Wednesday 9 th October	Rest day – Dubrovnik
Thursday 10 th October	Leg 5 – Dubrovnik to Tirana
Friday 11 th October	Leg 6 – Tirana to Tirana loop
Saturday 12 th October.....	Leg 7 – Tirana to Ioannina
Sunday 13 th October	Leg 8 – Ioannina to Ioannina loop
Monday 14 th October.....	Leg 9 – Ioannina to Karditsa
Tuesday 15 th October	Leg 10 – Karditsa to Athens
Wednesday 16 th October	Gala Prize Presentation

Route Definition

- 2.2 The route will be approximately 5000 kms, mainly on tarmac roads. The route will be divided into Legs corresponding to the competitive days of the itinerary and will pass through the following countries:- England, France, Belgium, Germany, Austria, Slovenia, Croatia, Bosnia and Herzegovina, Yugoslavia (Montenegro), Albania, Greece. The route will include unsurfaced roads and test sections on open public roads through remote regions
- 2.3 The route will be defined in the Route Book issued to each competing crew. The route instructions will be given in the form of descriptive instructions with the addition of map illustrations and 'tulip' diagrams for clarification. Distances will be measured in kilometres. Most of the route may be found on the appropriate

and readily available Michelin maps. A list of Michelin maps and any recommended additional maps will be published in an Official Bulletin.

- 2.4 The Organisers times and distance are deemed to be correct and not subject to protest.

3 Supplements to the Regulations

- 3.1 These regulations supersede all previous regulations for the World Cup Rally. The Organisers may amend the regulations if necessary. Any amendment or addition to the regulations will be notified in a dated and numbered Official Bulletin, which will form an integral part of the Regulations.
- 3.2 Any Official Bulletin issued after the Administration check will be signed by the Clerk of the Course. These bulletins will be posted on the official notice board and may also be issued to the competitors.
- 3.3 The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the event
- 3.4 If a specific penalty is not detailed within the Regulations, or if a penalty of 'up to exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by exclusion, or to impose a lesser penalty ranging between 15 minutes and exclusion. The crew may also be transferred to Class 7 for Special Vehicles. A crew transferred to Class 7 will forfeit the right to any awards including those for Class 7.

4 Organisation and Officials

Steward of the Meeting.....	Peter Cooper (Former MSA Chief Executive)
Clerk of the Course	Martin Clark
Rally Director.....	Philip Young
Secretary of the Rally.....	Jeremy Dickson
Chief Scrutineer.....	Jeremy Hall (FIA, MSA approved)
	<i>Darlington House, Northover, Ilchester, Somerset BA22 8NG Telephone +44 (0)1935 840167 Email: jeremyhall@zoo.co.uk</i>
Chief Marshal and Deputy Clerk of Course	Bob Rutherford
Results Officer.....	Chris Bruce

5 Eligible Competitors

- 5.1 Entries will be accepted by invitation from the Organisers who reserve the right to refuse any entry without explanation. The event is open to eligible cars with two or three persons of any nationality who must all be members of the Classic Rally Association.
- 5.2 An entrant may submit an entry of three persons but specify that only two will occupy the car at any given time under the following conditions.
- Only the originally specified number of occupants must be on board the car during the event.
 - No crew member may complete less than three consecutive Legs of the event and no more than two changes will be permitted
 - Crew changes may only be made between Legs and must be notified, in writing, to the Clerk of the Course prior to the completion of the preceding Leg.
 - All crew members must be correctly documented and have completed the indemnity and signing on procedures
 - Only the currently recognised occupants of the car will be considered as crew members at any given time. (i.e. The 'spare' crew member cannot provide service or otherwise assist a competing crew)

6 Eligible Vehicles

- 6.1 Entries will be categorised into the The World Cup Trophy (post 1980 cars), The Holden Classic World Cup (pre 1980 cars), The 1600cc Trophy (post 1980 cars to 1600cc). The Classes for these categories are listed below with an additional Class for other vehicles that the Organisers may invite to take part in the event. A Touring category may be introduced.

The World Cup Trophy	
Class 1	Cars up to 1000cc petrol
Class 2	Cars 1001cc to 1300cc petrol
Class 3	Cars 1301cc to 1400cc petrol
Class 4	Cars up to 1800cc non-turbo diesel
The Holden Classic World Cup Trophy	
Class 5	Pre 1980 cars
The 1600cc Trophy	
Class 6	Post 1980 cars up to 1600cc petrol
Special Cars	
Class 7	Other invited vehicles.

6.2 Classes may be combined, split or realigned. Cars with turbocharged or supercharged engines up to 1000cc may be considered although their capacity classification will be considered as 1.3 times the actual displacement. The specification of the particular model variant entered must be strictly adhered to, and parts from other model variants within the range must not be fitted.

6.3 All cars must conform with the technical specification detailed in the regulations. Cars competing for the Holden Classic World Cup Trophy will be allowed the additional modifications detailed in Articles 6.18 and 6.19. 1600cc Trophy cars must comply with Article 6.20 and Special cars must comply with Article 6.21. Cars that do not comply with the technical requirements for the event may have start refused or may be penalised up to exclusion (cf. Article 3.4) at the discretion of the Clerk of the Course, unless a lesser penalty is specified in the regulations.

Definitions

6.4 In these regulations the term 'car' will mean a motor vehicle designed to carry one or more passengers, of any body style including sports and commercial variants. The terms 'standard' and 'original' will mean conforming to the showroom specification of the actual model variant entered as it was produced and sold to the general public through the manufacturer's usual dealer outlets. The Organisers alone will define: a model, a model variant and volume production.

Car Specification

6.5 All vehicles must comply with the statutory regulations for the country of registration and conform to their vehicle registration document. Cars must be in completely standard condition except for the specified modifications detailed in these regulations for the Class in which the car is entered. All other modifications are prohibited and will be penalised up to exclusion from the event. All components and equipment, and every measurement and dimension must conform precisely to the manufacturer's published standard specification for the particular model variant entered. Entrants must supply the Organisers with any vehicle documentation as required. A CRA Car Passport declaring the vehicle technical specification must be fully completed and submitted by all entrants. The Car Passports will be available for competitor inspection on demand during the event.

Component Parts

6.6 Every part or component of the car must be a standard production item identifiable as the manufacturer's listed and numbered part, except where alternative components are specifically permitted by these Regulations. No standard part may be machined, lightened or polished. The Organisers reserve the right to contact any official supplier of the manufacturer's parts for the purposes of verification. All spare parts used must have been carried in a competing car from the start of the event or obtained locally and their supply must not have been pre-arranged. There will be no provision for the organisers' service crews to carry parts for competing cars but general repair items provided by them may be fitted without penalty. The cylinder block, cylinder head, gear case and final drive housing may not be changed during the event. Tyres may only be replaced under the provisions of Article 6.15. A crew may be required by the Clerk of the Course to provide evidence of the provenance of any part or component that has been fitted to the car since the start of the event. Non compliance with these requirements will be penalised up to exclusion from the event.

Safety Equipment

6.7 All cars must be equipped with:

- First aid kit, warning triangle and tow rope
- A suitable fire extinguisher (at least 1.75 litres AFFF recommended) securely mounted within easy reach inside the car. If the car is fitted with a plumbed-in system, an adequate additional hand-held

extinguisher (at least 1.75 litres AFFF recommended) must be carried so help can be offered to other competitors

- Multi-point mounting full harness seat belts for all crew members
- A full roll cage is strongly recommended. A roll bar or roll cage must have no more than six mountings at floor level all within the passenger compartment and one mounting no longer than 5cm on each A-pillar. No roll cage tube may pass through a bulkhead. Limited welded reinforcement of the bodyshell at the floor mounting points will be allowed. The principal function of the roll cage and its mountings must be the protection of the crew not bodyshell reinforcement.
- Front windscreens of laminated glass. Glass sunroofs are not recommended
- Adequate mud flaps front and rear.
- Any flammable liquid carried inside the passenger compartment must be in secure containers held inside a fire-resistant compartment.

Bodyshell

- 6.8 Cars may not be lightened from the manufacturer's standard production weight. All bodywork panels must be of the material provided as standard by the car manufacturer. Local strengthening of the bodyshell will be permitted only in the form of sheet metal reinforcing webs, gussets and plating fitted to the tops of suspension turrets, the chassis rails in the underbonnet area, suspension mounting points and roll cage floor mounts. Additional strengthening tubes, bars or rigid foam, fitted inside box sections, to the underside of the bodyshell or anywhere inside the car are strictly prohibited, except that a simple demountable strut brace may be fitted. Detachable sump guards, transmission and fuel tank protection plates may be fitted. Bonnet, door and rear door/hatch locks may be changed and additional catches fitted. The underseal and sound deadening panels must remain as standard. The bodyshell must be finished in one colour with the exception of the roof panel and any decorative striping.

Interior

- 6.9 All interior trim, carpet, equipment and controls must be retained in the original location except for minor changes to allow the fitting of a roll cage and the items specified here. Sound absorbing material must not be removed. Front seats may be changed without restriction. Rear seats and seat belts, the rear parcel shelf of hatchbacks and carpeting in the boot/rear hatch area may be removed. Additional dashboard instruments, switches and controls may be fitted, providing the original components are retained. Interior accessories may be added to improve comfort, convenience or safety, provided they do not affect the performance of the car. The steering wheel may be changed and safety air bags may be disabled or removed. Whether fixed to the car or not, two-way radios and intercoms inside the car are strictly forbidden. The glass areas of the car must not be rendered opaque except in the permitted advertising spaces.

Engine & Transmission

- 6.10 No part of the engine may be machined, balanced, lightened, polished or otherwise modified in any way. The position of the engine within the car, its height and distance from the wheel centres, must not be altered from standard. Filter elements and gasket materials are free though their dimensions, location and method of operation must remain as standard. The induction system must be standard except that the routing of air intake trunking may be changed provided no air is drawn from the passenger compartment. Dry-sump lubrication is not permitted. A strengthening plate may be attached to the base of the sump pan. The exhaust manifold must be standard, but the dimensions and routing of the exhaust system after the exit of the manifold may be modified provided any originally-fitted catalytic converter is retained. Additional straps and brackets may be fitted to the exhaust system. Engine and gearbox mountings must be the original part, but they may be capped and strengthened. No components of any kind may be added to any part of the drive train. Clutch friction materials are unrestricted. The fitting of any kind of limited-slip differential is strictly prohibited unless standard for the model variant entered.

Fuel System

- 6.11 Alternative fuel pumps may be used. Fuel lines may be changed without restriction but must be protected where they pass through the interior. The fuel tank may be changed to one of greater capacity, or an additional tank added.

Cooling System

- 6.12 The position and component material of water radiators must be as original, though core construction may be improved. Radiator mountings may be modified. Additional oil coolers may only be used if fitted as standard.

Brakes

- 6.13 Only the friction material of brake pads and linings may be changed. Grooved or perforated brake discs are not permitted unless standard for the model variant entered. Anti-lock braking systems may be

removed or disabled. Hydraulic brake lines may be changed without restriction and stone protection added provided it fulfils no other function. All other brake components must be standard.

Suspension & Steering

- 6.14 All elements of the suspension and steering system must remain as standard without the addition, removal or modification of any elements except as specified in this article. Spring rates are free although the material and general construction must be as original. Coil springs must have the same overall diameter as standard. Non-standard elastic material may be used in suspension bushes provided the metal part is identical to the original. Any non-standard use of spherical bearings (such as Uniball or Rose joints) is prohibited. Dampers are free provided they are of the same general construction, are directly interchangeable with the original component and are attached in the standard location using the original fixings. Remote damper reservoirs and adjustable spring seats are not permitted. Powered assistance to the steering system may be added or removed. Steering and track control arms may be changed or strengthened provided the overall length remains as standard. Wishbone pans may be strengthened but the dimensions must remain as original. The geometry of the suspension must not be altered in any way.

Wheels & Tyres

- 6.15 Only wheels fitted as standard to a variant of the model entered will be permitted. Steel wheels and tyres of at least 6-ply rating are recommended. Inner tubes may be fitted. All tyres must be of a type intended for general road use and on sale to the public through normal retail outlets. The minimum aspect ratio is 65. The tyre manufacturer's original product identity must not be altered or removed. Remoulded tyres are not permitted. Six tyres which have been marked by the event scrutineer must be carried on or in the car throughout the event. Tyres will be marked before the start and competitors must ensure the markings remain visible during the rally by requesting re-marking if necessary. During the event Competitors may replace a maximum of four additional tyres without penalty provided they request marking by the event scrutineer and can show that the originally-marked tyre is beyond use and that the replacement tyre has been obtained according to Article 6.6. Any tyre used in addition to this quota will be penalised by 5 minutes for each tyre and any other breach of the tyre conditions may be penalised up to exclusion.

Ignition & Electrical System

- 6.16 Ignition and engine management systems must be standard but the software may be modified. The battery may be changed and its mountings strengthened but its position must be standard. The wiring loom may be modified. No more than two forward-facing auxiliary lamps and one additional rear-facing lamp may be fitted not exceeding 150mm measured flat across the visible glass face of the lens. Gas discharge lamps and accessory booster devices are prohibited. No bulb or light unit rated at more than 60 watts may be fitted. Bulbs or light units without clear markings or markings that appear to have been altered will incur penalties.

Advertising on cars

- 6.17 Commercial advertising on the rear doors, rear wings, roof and rear hatch area of the car is permitted. The make of car may appear once on the bonnet in an area 70mm x 305mm, otherwise the front of the car, excluding the spoiler area must remain free of advertising. Front wings may show only the names of crew members, the team name and country of origin. Competitors' blood groups should not be displayed anywhere on the bodywork. The front doors are for the exclusive use of the Organisers and must carry the competition numbers. The only glass area permitted for commercial advertising is the sunstrip area at the top of the windscreen and a similar area on the rear screen. No advertising or brand names may appear on lamp covers.

Holden Classic World Cup Trophy

- 6.18 Cars in Class 5 will compete for the Holden Classic World Cup Trophy. Any car of a type produced in volume before 1st January 1980 may be proposed for entry and there is no capacity limit. The class may be subdivided by capacity if sufficient entries are received. Cars in this class must conform to all the above regulations with the following exceptions:
- 6.19 Parts from other variants in the model range may be fitted. Underseal and sound-absorbing material may be removed. Interior trim and carpet should resemble the original equipment. Additional dashboard instruments, switches and controls may replace original items. Engine blocks may be overbored providing capacity is not increased by more than 200cc. Engine parts may be machined, balanced, lightened or polished. Pistons, camshafts and timing gears, valve sizes and compression ratios may be changed. Non-standard fuel injection is not allowed but carburettors may be changed provided they attach to the original intake manifold without any intermediate device. The exhaust manifold and system are free. Fluid pumps and filters may be changed and oil coolers added. Coolant pressure may be increased, expansion tanks and electric fans added. A period five-speed gearbox or overdrive unit may be fitted. All cars may be fitted with front wheel disc brakes of period manufacture, but ventilated, grooved or perforated brake discs are

not permitted. A non-standard dual-circuit brake system is permitted, but no balance bar adjustable from inside the car may be fitted. A brake servo may be added or removed. A lever arm shock absorber may be assisted or replaced by a telescopic damper without external reservoir (and a suspension arm added where the original damper arm provided location). Anti-roll bars front and rear, rear radius arms and anti-tramp bars may be added. The minimum tyre aspect ratio is 70. Electronic ignition may be fitted and a dynamo may be replaced by an alternator.

The 1600cc Trophy Class

- 6.20 Cars in Class 6 will only compete for the 1600cc Trophy . They must conform with all the requirements for the World Cup Trophy cars detailed in Articles 6.3 to 6.17 except that the engine capacity limit is 1600cc

Special Cars

- 6.21 Cars in Class 7 will include cars invited by the Organisers of any type that would make them ineligible for any other class and will compete only for Class Awards. They must conform with the general safety and technical requirements of the regulations and must be passed by the event Scrutiniser as suitable to take part.

7 Entry Forms - Entries

- 7.1 Entrants wishing to take part in this event, must submit a fully completed entry form, with all fees payable, to be received before the closing date for entries, 30th August 2002 to:-

The Entries Secretary, World Cup Rally, Ashbrook Mews, Westbrook Street, Blewbury, Oxon. OX1 1 9QA

- 7.2 Details of the crew must be submitted on the entry form. Any crew member may only be changed with the agreement of the Organisers. On submitting the entry form, all crew members undertake to abide by the prescriptions of the event Regulations and any further Official Bulletins.

8 Team Entries

- 8.1 Team entries may be accepted up to the start of the event on submission of the completed entry form with the appropriate fee.
- 8.2 Club or Manufacturers team entries may comprise three cars from any Class under a free chosen name, providing it is not of an offensive nature. A Manufacturers team prize will be awarded to the best performance by a team where all three cars are of the same make. Single make teams will not be eligible for the Club team award. A car may be entered in more than one team.

9 Entry Fees - Insurance

- 9.1 The Entry fees are as indicated below with full details being given on the official entry form.

Individual entry fee

- For a crew of two persons... ..£4500
- For an additional crew member£1500

See the official entry form for details of staged payments and refunds.

- 9.2 Team entry fee (Article 8.1)

- Per 3 car team.....£45

- 9.3 All fees must be received by 30th August 2002. Start may be refused for non-payment of entry fees

- 9.4 Entry fees will be refunded in full to an applicant whose entry is not accepted. Entry fees less a 20% administration charge will be refunded if the event is cancelled through an Act of God, war, closure of borders or any other reason beyond the Organisers control. Once an entry is accepted entry fees will be refunded less £1000 per crew member if an entry is withdrawn in writing no later than the closing date for entries, after which no refunds will be made.

10 Insurance

- 10.1 It is the responsibility of entrants to arrange valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on the public road. Competitors must have a valid insurance document, Green Card and any Visas necessary for the countries to be visited. Competitors are

further advised to obtain personal accident insurance cover and are strongly recommended to take out mechanical breakdown and repatriation cover. Although the Rally Office staff may offer advice and special arrangements with brokers the Organisers cannot be held responsible for any problem caused to a competitor by incomplete or missing documentation.

12 Competitors Obligations

- 12.1 All competitors undertake, as a condition of entry, to abide by the requirements of the regulations. Breach of the obligations listed in Article 12 may have start refused or be penalised up to exclusion (cf. Article 3.4).
- 12.2 Only crew members specified on the entry form are permitted to start. All crew members will be issued with a form of competitor identity, which must be displayed at all times during the event.
- 12.3 Advance practising or reconnaissance of the rally route, and-or the use of pace notes on the event are all totally contrary to the spirit of the rally and are STRICTLY PROHIBITED. Using outside support, service crews or pre-arranged assistance is STRICTLY PROHIBITED.
- 12.4 A competing car must not be towed, pushed or transported by another vehicle, except to bring the car back onto the road, to clear the road or reach a point of safety.
- 12.5 Two-way radios that could be used by crews to communicate with third parties are strictly forbidden. No electrical intercom system may be fitted or used inside the car, whatever the medical condition of the crew. Mobile phones are permitted.
- 12.6 Crews must make every effort to ensure they do not delay other competitors, if caught up by another car, it is obligatory for drivers to pull over or even stop to let the other car pass. Drivers of unusually wide or slow cars need to be especially aware of the problem. Crews persistently baulked by another competitor may complain to the Clerk of the Course on the Query Form provided. The Clerk of the Course may penalise, up to exclusion, a crew found to have baulked or delayed another competitor. However, under no circumstances will any crew be granted a time allowance for delays beyond the Organisers control, whether caused by baulking or any form of force majeure.
- 12.7 To protect the smooth running of the rally, it is vitally important that competitors let the Organisers know of any accident or incident during the course of the event which involves any other person or property, or any incident attended by a police officer or local authority official. Any such incident must be reported immediately by telephone to the Rally HQ (using the phone numbers given in the Route Book) and confirmed in person to the Rally HQ as soon as practicable. Failure to report such an incident will be reported to the Clerk of the Course and a penalty for non-sporting behaviour applied.
- 12.8 Crews who retire from the rally must ensure that officials at the following Rally HQ know of their decision to withdraw.
- 12.9 The event is a test of endurance for crews as well as cars, and competitors must satisfy themselves that they are medically fit enough to take part.

13 Starting Order - Plates - Numbers

- 13.1 The starting order and start times will be notified in an Official Bulletin issued after scrutineering. The entry may be re-seeded during the event according to criteria determined by the Clerk of the Course and notified in an Official Bulletin.
- 13.2 The Organisers will supply each crew with two rally plates that must be fixed to the front and rear of the vehicle in a clearly visible position for the duration of the event. The rally plates must not cover, or partially cover, the vehicles licence plate.
- 13.3 Competition numbers must be displayed on both front doors for the duration of the event. Failure to display rally plates or competition numbers as required may be penalised up to exclusion.

14 Road Book and Time Cards

- 14.1 At the start of the event each crew will be given a Road Book containing Time Cards showing the event control points with the due time for notional Car 0 at each control. The Road Book and Time Card must be available for inspection on demand, especially at the control points where it must be presented personally by a member of the crew to obtain a time and/or proof of passage.
- 14.2 Loss of a Time Card or any alteration or amendment made to the Time Card will be penalised up to exclusion, unless such alteration or amendment has been approved and authenticated by an event Official.

- 14.3 Only a crew member may submit their Time Card to the marshals at a control point. The control marshal is the only person allowed to enter the time on the Time Card, by hand or with a stamp. The crew alone is responsible for the accuracy of the entries made by the marshal.

15 Traffic - Repairs

- 15.1 Throughout the event competitors must make themselves aware of, and strictly observe the traffic laws and regulations of the countries crossed. Crews must always conduct themselves in a manner, which does not bring the sport into disrepute. A crew driving at excessive speed, or in a negligent manner, or being reported for any driving offence committed during the rally, and will be penalised up to exclusion.
- 15.2 Competitors are advised to carry sufficient fuel for at least 400kms.
- 15.3 Pre-arranged repairs and servicing of any kind is strictly forbidden and will be penalised up to exclusion. Competitors may only use fluids, tyres, tools and components carried in their own car, or which are supplied to them by other competitors, by official assistance vehicles or by members of the public, or which are purchased from commercial suppliers en route.
- 15.4 The only people who may work on the competing vehicle are its own crew, other competitors or Officials of the event. Additionally, members of the public, the employees of garages and motoring organisations may assist competitors provided their services have not been pre-arranged.

16 Advertising

- 16.1 The Organisers reserve the right to place advertising on competing vehicles adjacent to the competition numbers and rally plates. All vehicles must conform to the requirements of Article 6.17.

17 Running of the Event

Start:

- 17.1 The Organisers will require all the competing cars to assemble in the starting area before the start. This area will be deemed as Parc Fermé.
- 17.2 A crew that is deemed to have missed the first control point of any Leg of the event will be considered to have retired unless they notify the Clerk of the Course of their intention to continue before the end of that Leg.
- 17.3 The starting interval between the cars will be 1 minute or 30 seconds at the discretion of the Clerk of the Course.

Controls:

- 17.4 Crews will receive information and documentation to enable them to complete the route correctly. Their progress will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.
- 17.5 Control points will be indicated as follows.
- A sign, placed about 25 metres before the control point, showing a yellow or beige clock face will mark the beginning of a control area.
 - A sign showing a red clock face will mark the control point.
 - A sign, placed about 25 metres after the control point, showing a yellow or beige circle with three diagonal stripes will mark the end of the control area.
- Where a control point is located within a building, or in other similar circumstances, only the red clock sign may be displayed.
- 17.6 All control areas (i.e. all the areas between the yellow clock sign and the diagonal stripe sign) are considered as Parc Fermé.
- 17.7 Control points will open at least 15 minutes before the due time of the first car. Passage Controls and Test sections will be open during the period indicated on the Time Cards.
- 17.8 Crews are obliged to follow the instructions of the marshal in charge of a control point.

Passage Controls:

- 17.9 At a Passage Control (PC), the control marshal will stamp or sign the Time Card when it is presented by the crew, without mention of the time of passage. The Clerk of the Course may establish secret passage controls at any point on the route. Crews failing to collect a stamp or signature at a PC or secret passage control will be deemed to have missed the control and will be penalised 15 minutes.

Time Controls:

- 17.10 The event will run to Scheduled Time (see The Guide to Rally Timing at the end of these regulations). Crews are assumed to be familiar with the Schedule Timing system which, in simple terms, establishes an actual time of day that a crew should reach each Time Control (TC); this is their 'due' or 'schedule' time. Timing will be by marshals clocks read to the previous whole minute. (i.e. 11:44:56 seconds will read 11:44:00). Times will generally be the local time applying at the start of a Leg although any variation to this will be notified in an Official Bulletin.
- 17.11 Each Time Control will have a Standard Time and a Maximum Permitted Lateness. The Standard Time is the due time for a notional Car Zero at the TC and will be shown on the Time Card. The Maximum Permitted Lateness is the amount of time a crew may be late and still be considered to have visited the Time Control.
- 17.12 At a Time Control, the control marshal will enter the crews arrival time on their Time Card. A crew should not enter a control area early as they will be timed when their car enters a control area or when the Time Card is handed to the marshal. A crew will not incur a penalty if the car enters the control area during the scheduled check-in minute or the minute preceding it. A crew member wishing to check the actual time may walk to the control point at any time without penalty provided they do not hand in their Time Card.
- 17.13 Crews late at one Time Control may be the same amount late at the following Time Control without further penalty provided they are within the Maximum Permitted Lateness. However, crews who are late at one Time Control are advised to check-in at the following Time Control at their original schedule time, if possible. This will maintain their 'cushion' against the maximum permitted lateness.
- 17.14 Except where early arrival is specifically allowed crews who check-in at a TC before their schedule time will be regarded as early and will be penalised. Early penalties are cumulative and not limited by the penalty for missing a control. A crew that is early at one TC and the same amount early at the next TC will be penalised at each TC. A crew that reverts to their scheduled time, therefore taking longer than the time allowed for the section, will not be penalised for lateness. The exercise is to get back to schedule time.
- 17.15 Time Penalties
Any difference between the actual check in time and scheduled check-in time is penalised as follows;
- For late arrival 1 minute per minute.
 - For early arrival 1 minute per minute.
- 17.16 Early arrival may be allowed at some Time Controls without penalty. These controls will generally be the Time Control at the end of each Leg and any other control point indicated on the Time Card or in an Official Bulletin where early arrival is allowed.
- 17.17 The Maximum Permitted Lateness (MPL) at each Time Control will be 30 minutes except for the final control of each Leg where the MPL will be 1 hour. The Clerk of the Course may modify the MPL at a Time Control if necessary. A crew checking in at a TC later than their due time plus the MPL for the control will be deemed to have missed the control and will be penalised accordingly. Crews unfamiliar with schedule timing should study, or take advice on the Schedule Timing system so that they are familiar with concepts such as 'cutting' (deliberately missing control points so as to get back within schedule), or 'delay allowances' (time allowed due to unforeseen delays that can affect the MPL).

All Controls:

- 17.18 Approaching or departing a Time Control or Passage Control from a direction different than given in the route instructions will incur penalties.
- 17.19 Not complying with the Route Book including visiting any control point more than once will incur penalties although a crew will not be penalised for re-visiting a control to regain the correct route after a wrong departure.
- 17.20 Control penalties will be as detailed in Article 23

19 Competitive Sections

- 19.1 Test sections will be set-up during the event where times will be measured in minutes and seconds with no penalty for early arrival at the finish. Times recorded at Test Start (TS) or Test Finish (TF) controls will not be related to the schedule times at Time Controls and will only be used to establish a crews performance on the test.
- 19.2 Crews must visit each test section during the period that the test is open and be ready to start each test on arrival as directed by the test officials.

- 19.3 A Target time and a Maximum time for each test will be shown on the Time Card or in an Official Bulletin.
- 19.4 Competitive Sections may include course markers and stopping points or other requirements that will be detailed in the Route Book or an Official Bulletin. Failure to comply with any requirements will be penalised according to these regulations or an applicable Official Bulletin
- 19.5 The general time penalties for a Competitive Section will be calculated as follows:
- | | |
|--|------------------------------|
| Taking less than Target time | Target Time. |
| Taking the Target time or longer | Time Taken. |
| Striking a cone or marker | 5 seconds for each occasion. |
| Failure to stop at line as required | 5 seconds for each occasion |
| Exceeding the Maximum test time | Maximum Time |
| Failing to visit or failing to complete a test | Maximum Time |
| False start or incorrect route | Maximum Time |
| Other test penalties | As Specified |
- Short test sections may have the penalties multiplied by a factor determined by the Organisers. Details of any such changes will be given in an Official Bulletin.
- 19.6 Crews who are kept waiting at a Test Start may request to have their arrival time recorded on their Time Card. The arrival time may not be earlier than the time at which the card is presented. A Delay Allowance will be granted for any difference in excess of four minutes between the arrival and actual start time. At a following Time Control a crew may be late without penalty, to the extent of their Delay Allowance although they are encouraged to check-in at their schedule time if possible. Delay Allowance can be added to Maximum Permitted Lateness although once regained, Delay Allowance cannot be subsequently used.

20 Parc Fermé and Parc Ouvert

- 20.1 The Organisers may designate certain areas where competing cars must assemble as Parc Fermé or Parc Ouvert. Parc Fermé and Parc Ouvert areas will be clearly defined in the Route Instructions or an Official Bulletin. Any breach of the Parc Fermé or Parc Ouvert requirements may be penalised up to exclusion (cf. Article 3.4)
- 20.2 When a car is in Parc Fermé it may not be removed, opened or worked on except in the circumstances detailed below or as directed by an event Official.
- 20.3 A Parc Ouvert will generally be an assembly area set up by the Organisers to aid the running of the event or to facilitate the security of competing cars but where crews may have free access to the cars.
- 20.4 Parc Fermé rules apply while a competing car is within any control area (Article 17.5). In the case of a flat tyre a crew may be allocated a maximum of 5 minutes by a control official to change the tyre within a control area.
- 20.5 While the vehicle is subject to Parc Fermé rules, any work carried out on the car (repairs, servicing, re-fuelling etc) is strictly forbidden and may be penalised up to exclusion.

21 Scrutineering and Administration

- 21.1 All crews must arrive at both Scrutineering and Administration in accordance with the detailed timetable given in the entry confirmation.
- 21.2 Scrutineering will be carried out before the start to check, the make and model of the car, compliance with the Regulations, the engine capacity, and conformity of the car with the National Highway regulations.
- 21.3 A Scrutineer will be present at all times during the event and will have the authority in conjunction with the Clerk of the Course to inspect any competing car to establish compliance with the regulations.
- 21.4 The acceptance of a car at any scrutineering does not imply compliance should any subsequent inspection identify a breach of the regulations whatever the circumstances of the previous scrutiny.
- 21.5 A car found in breach of the technical regulations may have start refused or be penalised up to exclusion (cf. Article 3.4)

- 21.6 General advice given by the Organisers, whether written or verbal does not indicate, guarantee or imply compliance with the regulations. **Where an entrant requires clarification of eligibility they must seek that clarification from the Chief Scrutineer for the event whose decision shall be final.**
- 21.7 The following papers must be presented at the Administration checks:
- Club membership.
 - Car registration documents.

22 Final Control

- 22.1 At the finish of the rally, the crews must make their cars available for a check by the Scrutineers.

23 Summary of Penalties

Article	Description of Infringement	Penalty
Start refused		
9.3	Non payment of Entry Fee	Start refused
6	Vehicle Eligibility	Start refused
12, 21	Competitor Obligations and Administration	Start refused
Exclusion (cf. Article 3.4)		
6	Vehicle Eligibility	Up to Exclusion
6.15	Use of tyres in breach of conditions	Up to Exclusion
12	Competitor Obligations and Administration	Up to Exclusion
13.2, 13.3	Missing competition number or rally plate	Up to Exclusion
14.2	Unauthorised correction amendment to the Time Card	Up to Exclusion
15	Driving or servicing breaches	Up to Exclusion
17.2	Failure to notify CofC of intention to continue after missing the first control of a Leg	Up to Exclusion
20	Breach of Parc Fermé or Parc Ouvert	Up to Exclusion
21	Scrutineering	Up to Exclusion
Time Penalties:		
6.15	Use of tyres exceeding quota	5 minutes per tyre
17.9	Failing to visit a PC or secret check.....	15 minutes
17.15	For late arrival at a Time Control	1 minute per minute
17.15	For early arrival at a Time Control	1 minute per minute
17.17	Failing to visit a TC within MPL – where MPL is 30mins	30 minutes
17.17	Failing to visit a TC within MPL – where MPL is 60mins	60 minutes
17.18	Approaching or departing a PC / TC from wrong direction	30 minutes
17.19	Route instruction breach or re-visiting a control	30 minutes
19.5	Taking less than Target time on a test.....	Target time in seconds
	Taking Target time or longer.....	Time Taken in seconds
	Striking a cone or marker.....	5 seconds each occasion
	Line penalty	5 seconds each occasion
	Failure to visit or complete or exceeding maximum on a test	Test Maximum time
	False start or incorrect route on a test	Test Maximum time

24 Classification – Queries – Protests – Prizes

- 24.1 Penalties will be expressed in hours, minutes and seconds. The crew with the lowest total will be the overall winner, the next lowest second, and so on. The class results will be determined on the same basis. Team results will be calculated on the same basis after adding the individual penalties of the team cars.
- 24.2 To be classified as a finisher a crew must visit the Time Control at the start of the event and the re-start from Dubrovnik within maximum permitted lateness (MPL). They must also complete at least one special test within the test maximum time and must arrive at the final time control of the rally within maximum permitted lateness, without having incurred a penalty of exclusion.

- 24.3 Ties will be decided in favour of the crew with lowest penalty on the first test section. If this does not resolve the tie the time of the second, third and fourth etc: test section will be used. This rule can be applied at any time during the event.
- 24.4 The general classification will be published after the completion of each Leg. Crews should check the penalties promptly and submit queries, written on an official query form, about any penalties that they may dispute.
- 24.5 Queries relating to penalties incurred on any Leg must be submitted within 1 hour of the closing time of the final control point of the following Leg. Queries submitted after this time will not be considered.
- 24.6 The provisional classification will be published as soon as possible at the finish of the event. After publication of the provisional classification a period of 1 hour will be allowed for queries. Only queries submitted before the end of this period and relating penalties incurred during the final two Legs of the event will be considered. No consideration will be given to additional unrelated queries submitted after the initial 1 hour query period. A further ½ hour period may be allocated during which the Organisers may adjust and republish the results following any queries submitted. During this period no query or protest will be accepted. Once any queries submitted during the initial query have been resolved and the amended results re-published a further ½ hour period will be allowed for protest after which the results will be declared final.
- 24.7 All protests must be lodged in writing and handed to the Clerk of the Course or Rally Secretary together with the sum of £200 which will be returned if the protest is upheld. If the protest requires the dismantling and re-assembly of any part of a car, the claimant must pay an additional deposit of £200. Protests must be submitted before the results are declared final. The Rally Steward will consider any protest and adjudicate. Any appeal against the decision of the Rally Steward must be made to a Motor Sports Council tribunal.
- 24.8 Prizes – Awards
- For the World Cup Trophy
- 1st Overall: Two awards
 - 2nd Overall: Two awards
 - 3rd Overall..... Two awards
- For the Holden Classic World Cup Trophy
- 1st Overall: Two awards
 - 2nd Overall: Two awards
 - 3rd Overall..... Two awards
- For each Class (excluding Holden Classic cars in Class 5)
- 1st in Class..... Two awards (subject to 2 entries)
 - 2nd in Class..... Two awards (subject to 3 entries)
 - 3rd in Class Two awards (subject to 5 entries)
- Overall winners may also receive class awards in Classes 1-4
- Additional Trophies for
- True Grit - Outstanding effort
 - Spirit of the Rally
- Team Classification
- Manufacturers Team award
 - Club Team award
- 24.9 Prize Giving: The place and time of the Prize Giving in Athens will be announced in an Official Bulletin.

A Guide to Rally Timing

The notes in this guide do not constitute rules or regulations for the event but are included to provide assistance and information to newcomers

Rally Timing

If you haven't done a rally before an understanding of rally timing can prevent you getting unnecessary penalties that might spoil the adventure. These notes are intended to introduce the most important elements of rally timing in a straightforward manner.

- Do not become overwhelmed by other competitors discussing intricate timing details.
- Do try to understand the basic terms that are laid out below.

Control Points

A rally consists of a sequence of control points established by the Organisers that competitors must visit according to the event rules. Control points may variously be referred to as 'controls', 'checkpoints', 'time controls', 'passage controls', 'test finish', 'test start', 'secret check' and a few more. The term *time control* is sometimes generically used to refer to any checkpoint such as a test start or test finish but in these notes it is important to understand that a **Time Control** is specifically used to refer to a control point relating to the Schedule Time that a crew is due.

Schedule Timing

Is the name given to the timing system used on the World Cup Rally. There are others, but this system is very straightforward, based on the *actual time of day* you should visit each Time Control. Just like a train timetable gives the time of day a train *should* reach each station.

Time Card

All crews are given a **Time Card** that lists all the control points with the **Standard Time** at each Time Control. Your times are recorded on the **Time Card** and penalties are calculated from these times.

Start List

Every day a **Start List** is published showing the starting order of all the cars and the actual start time for each car. It is important to check this list and note your start time. With your start time and the **Standard Time** for each control point you can work out the time you are due at every Time Control.

Standard Time

The **Standard Time** is the actual *time of day* that a mythical car zero is due at each Time Control. You add the *difference* between your *Start Time* and the *Standard Time* at the first Time Control to the Standard Time at each subsequent control to give the time you are due at each Time Control. This is your **Schedule Time**.

Good Idea:- Work out, and make a note of your due time at each control point before you set off or when you get a few spare minutes.

And:- note who is on the start list in-front-of and behind you. If they are relaxed at a Time Control and you are in a tearing hurry then you might have done your sums wrong - or it could be them!

Early Penalties

You will be penalised for checking in early at a Time Control. **Do NOT check-in early**. It's OK to *arrive* early but you must wait until your due time comes round before checking in. Only your faulty maths will cause you to check-in early - and even experts do it sometimes - so, check your sums! Be aware that you will get penalties at every Time Control where you check-in before your due time. Having said all that there are some Time Controls where early arrival is allowed. These controls are usually at the end of each day when you probably want to get to the bar or your hotel room. They are always indicated on the Time Card

Late Penalties

If you don't reach a Time Control by your due time you will get a penalty for each minute you are late. If you get a penalty for being late at one Time Control you will not be penalised again for being the same amount late at the next control point, however you should always check-in at your due time if possible.

Remember:- you are trying to reach A and B at actual times - your schedule time - rather than taking a specific number of minutes to get from A to B.

Penalty Free Lateness

As mentioned above, if you are penalised for being late at a Time Control you *may* be the same amount late at a subsequent Time Control without further penalty. The time that you are behind schedule at a subsequent Time Control is described as Penalty Free Lateness. However, when the Maximum Permitted Lateness, explained in the next section, is understood it will be seen that it is a good idea to return to your schedule time if possible as this will maintain the maximum cushion against exceeding the maximum lateness.

Note: In some circumstances the Organisers might declare a uniform Penalty Free Lateness applying to all competitors at certain Time Controls. This might be to avoid penalising competitors following an unforeseen delay without the Organisers having to alter the overall schedule and, as an example, might occur when entering a busy town to prevent competitors driving dangerously where a few extra minutes would avoid the risk.

Maximum Permitted Lateness (MPL)

To prevent the rally having to wait for ever for late competitors there is a limit to how late you may be at a Time Control called the Maximum Permitted Lateness (MPL). If you exceed the MPL, which is usually 30 minutes, at a Time Control you are considered to have missed the control (ie you may as well have not gone there). In this situation you should consider 'cutting' or missing a section of route so that you can get back within the allowed lateness, and preferably back to your schedule time.

Remember:- there is no point being 31 minutes after your due time at several consecutive Time Controls, even though you are taking the allowed time between each point. You will be penalised for 'missing' each control. Think in terms of actual time of day – the 'schedule' or 'due' time!

If you do exceed the MPL at a Time Control your due time at a subsequent control is still your original schedule time and you should note that Penalty Free Lateness is not carried through a Time Control where you exceed MPL

Test Sections

Within the rally schedule there are test sections where a course will be set that crews should complete in the minimum time without incurring extra penalties for infringements such as touching course markers. Test sections will generally be timed to the second with the times being recorded on the Time Card. Unlike Time Controls, the actual time that you visit a test section is not critical except that you must visit them while they are open and, of course, being late at a test section is likely to make you late at a subsequent Time Control so it is unwise to delay visiting a test. Test sections are set-up *between* Time Controls but the actual time that you start or finish a test section does not influence or alter the time that you are due at a following Time Control except if there is a forced delay at the start of a test, which brings us to Delay Allowance.

Delay Allowance

If you arrive at a Test Start and find a queue of cars waiting you may be unable to start the test through no fault of your own. If this happens you should ask the control official for your *arrival time* to be recorded. Once this is done you can relax and start the test when the queue reduces. If the time between your *arrival time* and your *test start time* exceeds a few minutes (the exact number is stated in the regulations) you will get a **Delay Allowance**. At the next Time Control you may be late to the extent of your Delay Allowance, without penalty, although you should check-in at your schedule time if possible.

*Note: Delay Allowance **can** extend Maximum Permitted Lateness. If you have a Delay Allowance of - say 10 minutes at a test start and are then over the MPL at the next Time Control – say 35 minutes behind schedule where the MPL is 30 minutes then the Delay Allowance is **added** to the MPL allowing you the extra time to reach the Time Control before being judged to have missed it. Delays **can** be carried forward to the next rest halt or Leg end but once you get back-on-schedule, as you should try to do, the delay allowance no longer applies.*

Summary

When you understand these principles the rest should fall into place without too much difficulty. We hope that reading these timing notes will give some idea of the value of gaining an understanding before being thrown in at the deep end. Crews that have joined the training weekends set up by the Classic Rally Association have found them enjoyable and valuable before tackling a more ambitious event. Ask the Rally Office for more details.