

The Trinidad & Tobago Rally Club



Sprint Event Regulations

Version 1.5

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Introduction

The Trinidad and Tobago Rally Club (TTRC) is a non-profit motorsport club located in the Caribbean Island of Trinidad & Tobago. The club was founded in 1977 and is the National Governing Body (NGB) for the sport of rallying in Trinidad & Tobago, and is the sole local body recognized by the Ministry of Sport and Community Development by the Government of Trinidad & Tobago.

What do we do?

The club performs the organization, arrangement and management of

- Stages Rallying
- Development of Drivers & Co-Drivers
- Treasure Hunt Events
- Training of marshals and officials for competition

The following technical regulations were developed to promote safe, fun and fair competition. If you encounter any issues such as spelling errors, grammatical or a dispute, please don't hesitate to notify a member of the TTRC Committee, and we will gladly address them as needed.

Unless a modification is otherwise stated within this rule book, then the modification is strictly not allowed.

Anyone can contact a TTRC Committee member for confirmation.

These regulations will be in effect from 4th July 2024.

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General Details

Recognised Classes

All vehicles entering a TTRC (Trinidad & Tobago Rally Club) event must conform to a class below, unless an ASR (Additional Supplementary Regulation) is stated otherwise. Only 4-wheeled vehicles are eligible.

Unless a modification is otherwise stated within this rule book, then the modification is strictly not allowed. Anyone can contact a TTRC Committee member for confirmation.

For the TTRC club championship, only TTRC classes (*Modified, Super Modified, Group A*) will be eligible for championship points. A local and/or foreigners are allowed for the championship.

For TTRC events the below classes are eligible for the event;

- TTRC –TTRC Vehicle Regulations 2024 for Modified, Super Modified, Group A,
- TTRC Vehicle Regulations – 2024 Group1,2,3,4
- TTRC – Vehicle Regulations - Radical Cup

Please refer to the event Specific ASR (Additional Supplementary Regulations) for specific versions of the above technical rules that are to be enforced.

Note: No open wheel cars are allowed entry to a TTRC event.

Applications by vehicles interested in competing with suspension and/or wheels not contained within the limits of the body of the vehicle will be rejected.

Use of Scales for Weighing

All vehicles entering a TTRC event can be weighed on the club scales at any time during the event. If a vehicle is found to be underweight it will be excluded from the event. A vehicle can be called to the scales multiple times for weighing during an event.

Vehicles minimum weight are specified in the following;

- TTRC –TTRC Vehicle Regulations 2024 for Modified, Super Modified, Group A,
- TTRC Vehicle Regulations – 2024 Group1,2,3,4
- TTRC – Vehicle Regulations - Radical Cup

You must meet your minimum weight in the class you are subscribed to. Note the following methods for weighting.

- Without driver - TTRC – TTRC Vehicle Regulations 2024 for Modified, Super Modified, Group A.
- With Driver – TTRC Vehicle Regulations 2024 for Group1,2,3,4, and Radical Cup.

Tyres

All cars are mandated to run the tires for the respective classes they are competing. The specific tire details for each class are listed below in each class section.

E.g. Spec Miata cars must run the spec tires for the class. Rally cars can run tires that comply with TTRC class rules., Group 1 will run their class rule of rim max size of 15” diameter x 7” width with a max tire of 205mm ETC.

EVENT FORMAT GENERAL DETAILS

This is a sprint style event. A competitor must correctly check-in on the specified Master Time Control (MTC) to not incur any penalties.

Cars will be checked for event/class/safety violations prior to and on the day of the event. A competitor who can solve any highlighted issues found during these checks can continue to enter the event once the first stage has not started. Once the first stage has started, no more entries will be accepted.

A document referred to as Stages Directory will list any MTC times, competitors must be checked-in on time. The document will also control the list of Stages (runs) for the event and their approximate start times. The stage directory can span over multiple days.

For the sprint itself, a competitor will have a specific number of stages to complete. For these sprint events a winner will be selected by using the fastest stage of a competitor. All competitors fastest stage time will be compared and the fastest in descending order will be ranked in various categories. Therefore, it is a competitors’ best interest to always try and post the fastest time they can during the stage.

Competitors must complete a minimum number of stages to be considered a finisher of the event. **The minimum number of Stages will be listed in the event ASR (Additional Supplementary Regulations).**

SEEDING ORDER DETAILS

A document called a Seeding Order will be sent to competitors prior to the first event start or first check-in. This document will list all the entered competitors arranged in running order on the day of competition.

The reason for the Seeding system is to eliminate, as far as is possible, the chances of a faster driver being held up by a slower driver on a competitive stage.

This is done by ascertaining the speeds of all drivers, relative to all other drivers, and ranking them in order of speed not on results. This is done based on technical regulations and stage times set in previous events that a driver has competed in.

A competitor/team is assigned a competitor number for their vehicle which is also the Seeding Order number for the event.

Note: The competitor number will not change for the event. But officials may re-seed cars, therefore changing your running order.

Note: A seeding order can change from event to event.

Any other competition number that is not the seeding/competition number for the event must be removed or covered. A 'X' over the number can be used. All competitors will be given stickers displaying their seeding/competition number and must be displayed for the entire event.

Example Event Seeding Order				
Seeding Order Listing				
	Driver/ Co Driver	CAR	CLASS	Country
000			000	TRI
0	TBA			TRI
1	Competitor 1	Car Manufacturer / Model	Grp4	TRI
2	Competitor 3	Car Manufacturer/ Model	A	TRI
3	Competitor 2	Car Manufacturer / Model	Grp4	TOB
4	Competitor 4	Car Manufacturer / Model	A	TOB
5	Competitor 7	Car Manufacturer / Model	SM	TRI
6	Competitor 5	Car Manufacturer / Model	SM	TRI
7	Competitor 6	Car Manufacturer / Model	SM	TRI
8	Competitor 8	Car Manufacturer / Model	GP1	TRI

The above is an example of a seeding order list. As stated previously we can see that Car(2)/Competitor(3) has been seeded higher than a car in a higher class due to its actual speed preventing it from catching the car ahead.

We can also see that within the "SM" class competitors can be moved up or down also. As stated previously the seeding order is adjusted from event to event due to previous results and car modification as well as course layout.

If a car is unable to start at their required seeded position, they can start that stage within 5 minutes of the final seeded car or the penalty DNS will be applied. **Did Not Start (DNS)** No time will be awarded for this stage.

EVENT CHECK-IN DETAILS

If an event has a check-in, it will be listed in the event details and in the Stages directory.

The TTRC check-in procedure is as follows: a competitor can check-in 1hour prior to the listed MTC time and be penalty free.

If a competitor checks-in after the listed time they will incur a penalty.

“**Rally Time**” is the term used to describe the official time for the event. It is the time all official clocks and timing equipment will be set to.

“**Rally Time**” is provided prior to the event start.

Example:

MTC1 – Check-in 9:00am. This means that the “ Master Time Control 1” is 9:00am. All MTC can be checked into 1 hour prior to the listed time. Therefore, a competitor must sync their time to Rally Time and from 8:00am up to 9:00:59am, check in is penalty free.

To check-in to MTC **the competition vehicle along with the driver/co-driver or a team representative** must be physically present at the MTC location. The location will be marked with a sign labelled (“TC”) meaning Time Control.

To check-in, inform the official at the manned point of your assigned vehicle number for the event as well as the name of those competing that you are checking in. The competitor will sign and the check-in is completed.

A TIMECARD DETAILS

At the start of the event, each crew will be given a timecard upon which all due times, start times, finish times, and elapsed times will be recorded. These timecards must be handed to the Arrival Marshals, the Start Marshals and the Finish Marshals to record the respective times applicable to each competing team.

Competitors are responsible for ensuring the clarity of the information entered on the time cards. Any errors are to be reported to Event Officials immediately. Any changes or protests may not necessarily be dealt with until the end of the event, however the report must be made to event Officials at the time of the error. The time card information is not your official results. It is therefore possible to contain errors. Your official time results will be posted by the Results Official.

STAGE DIRECTORY DETAILS

A stage directory is a listing of all the stages and intervals of the event. It lists the number of stages, the location, and their start times.

The start times listed are of Car 0. Car 0 can be an imaginary car, or an actual physical car used as a final safety vehicle. This car runs the course prior to competitors and their competing vehicle.

Car 0 start time can be used as a reference with your seeding order to estimate your start time for each stage.

The event ASR will list a set interval the cars will be starting at, this is normally 1 minute apart but can be 2 minutes or 30 seconds apart if deemed by officials.

On the event day the stage directory can only be adjusted by altering the start times, adjusting the transit times or removing stages. For an event, no additional stage can be added to the stage directory. So in our example where 10 stages are listed, an 11th stage cannot be added.

The times being used are set at the event Time Control and will be listed. It is important that competitors check the event time and sync their watch to it. This is especially true if Target Timing is being enforced.

If an event ASR indicates that Target Timing is being enforced for the event, please refer to the next section for details.

A “**competitive stage**” is a stage that **is timed** and used for results. A “**sighting stage**” **is not** a competitive stage.

STAGE DIRECTORY EXAMPLE

	Location	Car 0	Transit Time (Min)	Transit (km)	Mileage	Mileage (km)
Sunday May 19						
MTC - Service Park IN		10:00	1:00			
SS1	Test Rd - Up	11:00	0:30	0.1	1.3	
SS2	Test Rd - Up	11:30	0:30	0.1	1.3	
SS3	Test Rd - Up	12:00	0:30	0.1	1.3	
SS4	Test Rd - Up	12:30	0:30	0.1	1.3	
SS5	Test Rd - Up	13:00	1:30	0.1	1.3	
LUNCH BREAK						
SS6	Test Rd - Up	14:30	0:30	0.1	1.3	
SS7	Test Rd - Up	15:00	0:30	0.1	1.3	
SS8	Test Rd - Up	15:30	0:30	0.1	1.3	
SS9	Test Rd - Up	16:00	0:30	0.1	1.3	
SS10	Test Rd - Up	16:30	0:30	0.1	1.3	
END OF RALLY				1.00	13.00	
TOTAL STAGE MILEAGE (km)				1.00	13.00	

TARGET TIMING DETAILS

Target timing will not be used for Sprint events.

START OF RUN/STAGES DETAILS

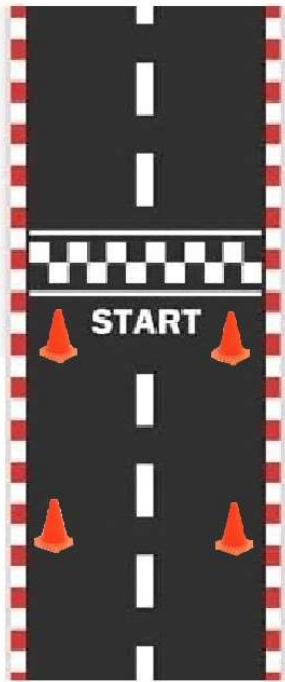
Competitors are required to check-in at arrival/start control at their calculated time from transit time. A competing team only has five minutes after the last seeded car has started to make it to start if they have an issue. Once the stage is closed the team will have been recorded as missing that stage. **DNS**.

The competing team should be in full race gear and strapped in when checking in to start control. **Start Control** will be marked with cones and or caution tape.

Once a team has checked in to Start Control, no members of their team or the public are allowed to touch the race vehicle or be in the vicinity. Only event officials and the driver/co driver are allowed to touch or work on the vehicle.

The Start Marshal or official will position the car at designated location on the start line. When the timecard is handed back to the team with their actual start time, they are in the start count down. Either automated by the clock or manual via marshal. It will count down the team's actual start. This can only be stopped by an event official due to an expected problem.

Starting the stage before your scheduled start time will result in a 10 second penalty. This is considered a False Start or Jump Start.



If a car is unable to start at their required seeded position, they can start that stage within 5 minutes of the last seeded car started or the penalty DNS will be applied. **Did Not Start (DNS)** - Competitors will not be awarded a time for that stage.

DURING A RUN/STAGE

If a team has vehicular issues during a competition run/stage, they are to pull aside and inform race control or signal to oncoming competitors to the best of their abilities using their **OK/Red Cross Sign**.

Outside technical assistance is not allowed. A team must complete a competitive run/stage under their own power or with gravity only. (eg. Rolling down a hill to finish). If the car runs off, spectators can only assist by pushing the car back on to the road. If a team has an issue during a run/stage and would like to finish that stage/run they must do so by making sure it safe to return to the stage, and in a manner to not affect the next competitors.

If a team has an incident during a run/stage they are to signal to the closest marshal point or next competing team once they are safe and able to do so. Once back to the service park a member of the team or representative must inform race control of their status for the rest of the event i.e. can the team continue or will they miss a run/stage.

If a competitor has started a competitive stage and encounters an issue during the run, they **have 5 minutes** from the **start of the last competition car** to cross the finish for the stage **to be considered complete**. Failure to do this will result in the stage being considered incomplete. **Starting but not Finishing a Stage (DNF)** - Competitors will have no time awarded for that stage.

FINISHING A RUN/STAGE

The following indicate the finish

GREEN DOT ON A WHITE BOARD – Marks the approach to the Flying Finish – placed approx. 33 meters before Flying Finish.

CHECKED BOARD – Marks the Flying Finish and end of timed competitive section of run/stage.

RED DOT on a WHITE BOARD – Marks the Finish-Finish **STOP**. A competitor must hand their time card to the Finish-Finish marshal to get the time for that run/stage.

A competitive run/stage is considered complete when a competitor crosses the **Start Marker and Finish marker**, or areas and a time is recorded by officials.

A competitive run/stage is not considered complete until the competing team crosses the Finish marker, or areas and a time is recorded by officials. Starting but not Finishing a Stage (DNF) - Competitors will be penalized with no time awarded for that stage.

Wrong Direction (WD) - Failure for a Competitor to complete the stage as per the Route Sheet will result in a 15-second penalty. A WD will also be applied to any competitor who in the opinion of the course officials has unfairly cut the course to his/her advantage.

If a competitor has started a stage and pulled over **they have 5 minutes** from the **start of the last seeded competition car** to cross the finish for the stage **to be considered complete**. Failure to do this will result in the stage considered incomplete and penalty DNF (Did Not Finish) Applied - Competitors will be penalized with no time awarded for that stage.

If the competitor is the only competitor remaining in his/her class, then the fastest time for the next lower group will be used.

COMPETITOR OBLIGATIONS

1. Only 2 persons maximum shall travel in each car entered – a driver and a co-driver. Both shall be deemed to be competitors.
2. Except in accordance with official approval or instructions the persons carried at the start shall not be varied during the event, but the driver and co-driver may change positions provided that the co-driver holds a valid Driver's Permit, and that the permit has been scrutineered.
3. Competitors will be responsible for ensuring that they are supplied with all fuel, oil, and water. There is to be no assistance expected from the Event Organizers.
4. It is the responsibility of every competitor to see that ALL laws are complied with, and the Organizing Committee accepts no responsibility for any infringement by any competitor or official.
5. Any competitor driving at excessive speed, or in a negligent manner, or convicted of any driving offense during the event on any non-competitive road section may be fined or excluded.
6. Unreasonable baulking another competitor is NOT allowed, and disciplinary action will be taken at the discretion of the organizers, which may include exclusion from the event.
7. Competitors are required to obey all warning flags shown by marshals during a live stage. Failure to do so will result in exclusion from the event. The flags that will be used in the event of an incident, or to otherwise warn competitors to adjust their speed are as follows:
 - i. **YELLOW FLAG** – Stationary Danger – Proceed with caution
 - ii. **RED FLAG** – Waving Stage is impassable – Come to a complete STOP

If your run is red flagged, you will be given your fastest timed run for the day.

8. Competitors are NOT permitted to consume any alcoholic drinks for a period of 12 hours before the Competition. The organizers may exclude before or during the competition any driver considered to be possibly unfit by reason of health or consumption of alcohol or drugs. A 'Breathalyzer' test may be performed randomly on any service crew and competitors with readings exceeding 0.01% will be disqualified from the event.
9. Any crew dropping out of the event, whether re-joining or not, must notify Rally Control of their departure. Crews wishing to rejoin must call Rally Control before doing so in order to be given a re-joining time and venue. Any crew recording a Did Not Finish (DNF) or Did Not Start (DNS) for a stage and then not notifying Rally Control of their intent to rejoin, will have the stage times following the DNF/DNS removed from the official results of the Rally.
10. A competitor should be in contact with rally/event control to relay any information regarding missing or starting a stage later than its specific time or for other inquiries.
11. A competitor can only make inquiries and receive correct binding instructions from rally/event control.
12. Any documents will follow the following list of priority:
 - i. Vehicle Technical Rules
 - ii. ASR (Additional Supplemental Regulations) (Can supersede above)
 - iii. Bulletins (Can supersede above)

OBLIGATIONS OF THE ORGANIZERS

The Organizers of a event will provide the following:

(Note: this is upon receiving the entry form and entry fee from each competitor)

- Route Book of instructions in diagram form with accompanying notes
- Stage Directory, as well as service park instructions
- Time Cards will be provided prior to the first competitive stage

The Organizers reserve the following rights:

1. To refuse entry without reason / refund an entry fee
2. Abandon or cancel the competition due to unforeseen circumstances
3. Delete or amend any part of the route, competition, or time requirements in the case of unforeseen circumstances
4. Distribute the awards at their own discretion should the competition be stopped prior to the scheduled finish due to unforeseen circumstances
5. Reduce the number of awards in any class should it not meet the minimum entry for subscription
6. To offer additional awards not mentioned in the ASR's
7. Exclude any person or vehicle appearing on examination to be ineligible for the competition (or class) to which the signed entry form refers.
8. Offer any excluded competitor mentioned in (7.) above the opportunity to transfer their entry to the appropriate class if applicable.
9. Re-check provisional results between posting at the Finish and the distribution of awards in order to apply any penalties that were overlooked prior to posting provisional results.
10. Appoint 'Protest Committee' during the course of the event whose responsibilities will include verifying that all competitors comply with these regulations. In particular, these judges will be empowered to determine whether or not a competitor has followed the correct route during a stage, travelled at excessive speed and/or created excessive noise and/or driven in a manner considered to be dangerous to the general public at any road section, service park or while on reconnaissance of the stages for the purpose of making pace notes.
11. The Organizers decline Liability in any accident caused by or to a competitor(s). The organizers also decline Liability for any breach of Laws or other regulations in force by competitors, the consequences of which shall be the said competitor(s) responsibility entirely.
12. The Organizers may at their discretion request a random inspection by the Chief Scrutineer or their representatives for any vehicle to ensure it meets the regulations specified by the group/class. Should the vehicle not conform to the regulations of the specific group/class, they may be excluded from the event immediately. This serves to include before, during, or immediately after the event.
13. By submission of a signed entry form, competitors grant permission for the TTRC, organizers, sponsors, promoters, and other parties associated with the event, to use the names of competitors, their photos, and photos of their competition vehicles in advertising and promotional material associated with the sport.

PACE NOTING

1. Pace Noting will not be allowed from a specific date and time. Check “Pace Noting” section in ASR (Additional Supplementary Regulations) for specifics.
2. Pace Noting is allowed but practicing is NOT. Any competitor observed by an organizer or official to be driving above an acceptably safe speed, or in a manner dangerous to other competitors and/or members of the public, on a roadway to be used as a special stage in the Rally will be subject to penalties at the discretion of the Organizing committee. These penalties will be at the discretion of the Organizing Committee but will range in severity from time added to the competitor’s overall time to being excluded from the Rally.
3. Competition Cars are NOT ALLOWED on the course in any manner (practicing is NOT ALLOWED). Competitors who are found or reported to have been using their competition car on the course will be excluded from the event.
4. There is NO limit to the number of times a course can be pace noted
5. All pace noting/drive thru MUST be completed by the date and time specified in the ASR. (This is normally right until the event scrutineering/event start.) Competitors found pace noting/drive through after this may incur penalties for the event.
6. Competitors are asked where possible to adhere to the laws of the road while pace noting; i.e. drive on the left side of the road. Where the road is too narrow to accommodate 2 cars, sufficient caution must be used – lights, sounding of horn, etc.
7. **Use of Anti-lag Systems** – Competitors are NOT ALLOWED to use anti-lag systems when not on a competitive stage. Those cars fitted with non-switchable anti-lag systems are asked to make every effort to avoid making excess noise in residential and other areas that may warrant a public noise complaint.

SCRUTINEERING

1. All competitors will have their vehicles scrutineered prior to the event and on a set date specified in the ASR event. No competitor vehicle will be allowed to start the Event without successfully passing scrutineering.
2. Competitors failing the scrutineering session will have 24 hours in which to re-scrutineer prior to the start of the event. The onus is on the competitor to arrange a time and location for re-scrutineering.
3. All competitors will have their vehicles scrutineered for safety on the morning of the event. No competitor vehicle will be allowed to start the event without successfully passing scrutineering.
4. Teams must have both members present with all protective gear (helmets, suits, etc.) to be used in the Event.
5. Competitors that require the inspection of the turbo restrictors are required to remove all hoses and fittings to enable the scrutineer to take the necessary measurements.
6. Competitors are required to leave their vehicles on display after being scrutineered.
7. Scrutineers will be looking for the following (but not limited to):
 - a. Driver’s permits / insurances

- b. Make / Model / Conformity to entered group / class
 - c. Safety items
 - d. Road Worthiness of the car
 - e. OK / Medical Sign
 - f. Fire suppression system/ equipment
 - g. Electrical kill switches
 - h. Weight / Noise Level
8. Any attempt to knowingly de-fraud the scrutineers with safety and/or the group/class of the competitor, will result in disciplinary action at the discretion of the organizing committee.

RALLY/EVENT TIME

“Rally/Event Time” or the time of day to which events will be run will be determined by the timing on the website below. Rally/Event time will be available at the event scrutineering and at the link below. Competitors are urged to synchronize their own timing devices against the official clocks. Official Rally Time can be found online at:

<https://www.timeanddate.com/worldclock/trinidad-and-tobago/port-of-spain>

TIMING

1. At the start of the event, each crew will be given a timecard upon which all due times, start times, finish times, and elapsed times will be recorded. These timecards must be handed to the Arrival Marshals, the Start Marshals and the Finish Marshals in order to record the respective times applicable to each competitor. Competitors are responsible for ensuring the clarity of the information entered on the time cards. Any errors are to be reported to Event Officials immediately. Any changes or protests may not necessarily be dealt with until the end of the event, however the report must be made to event Officials at the time of the error.
2. **Transit time** is defined as the time allowed for competitors to travel between two control points. Failure to arrive at the scheduled transit time will result in early/late penalties being accrued to the total time of the stage where the lateness was incurred.
3. **Timing Procedure** - Stages will be timed using the automatic ALGE timing system, and times will be recorded to the 100th of a second. The competitor’s start time will be the time recorded by the start marshal on the time card. Finish time will be the time recorded automatically when the competitor crosses the electronic ‘Finish Beam’. The Finish-Finish Marshal will record the Finish time on the Time Card.
4. **Failure of the Timing System** – In the event of a failure of the automatic timing system while a competitor is on the stage, a manual time will be given according to when the competitor visibly breaks the ‘finish beam’. Should the timing system not be operational prior to the start of a stage all competitors will be informed and the manual timing system will take effect. Times will be given to the nearest 10th of a second.
5. **Baulking** – For the purpose of these *Rules* *baulking* is defined as any of the following circumstances:

- i. Being prevented from contesting a stage due to premature closure (provided the competitor is within the time limits allowed by the Arrival Marshal when checking in) – This includes the cancellation of a stage AFTER at least 2 competitors have received a competitive time for that stage. **NOTE: The Clerk of the Course reserved the right to cancel the stage outright as he/she sees fit.**
 - ii. Stopping during the course of a live stage to avoid spectators encroaching on the road and/or in dangerous viewing points on the stage.
 - iii. Being stopped on a stage due to an accident blocking the road.
 - iv. Being shown a RED Flag by a Marshal resulting in an immediate stop.
 - v. Stopping to assist any competitor involved in an accident, where the Medical Assistance board is displayed OR no board is displayed at all but there is NO immediate sign of crew activity suggesting injury.
6. **Baulk Time to be awarded** - When a competitor is unfairly baulked (either by another competitor or by the conditions on the stage which do not permit completion of the stage) then the following guidelines will be used to give the competitor a time:
- i. The competitor's overall position in the previous stage will be used as a reference for awarding the baulk time in the current stage – for example, competitor #2 places 10th overall in SS1, and is baulked in SS2. Competitor #2 will be given the 10th place overall time for SS2
 - ii. Should the competitor be baulked in the first stage of the Rally, then the baulk time shall be taken from the position on SS2.
 - iii. ALL claims of baulking MUST be substantiated by Marshal(s) on the course who witnessed the baulking.
 - iv. **Intentionally baulking another competitor is strictly prohibited and will result in an immediate 60 second penalty.** This must be substantiated by 1 or more marshal points and includes failing to display an OK sign causing another competitor to stop and confirm their status

PENALTIES

- **Late Arrival at Start** - Competitors will be penalized 1 second for every 1 minute late up to a maximum of 10 minutes late.
- **Late Arrival to Master Time Control** – Late arrival will result in 1 second per minute late up to a maximum of 10 minutes.
- **Did Not Start (DNS)** - Competitors will be penalized with no time awarded for that stage.
- **Starting but not Finishing a Stage (DNF)** - Competitors will be penalized with no time awarded for that stage.
- **Wrong Direction** - Failure for a Competitor to complete the stage as per the Route Sheet will result in a 15-second penalty. A WD will also be applied to any competitor who in the opinion of the course officials has unfairly cut the course to his/her advantage.
- **False Start** - Starting the stage before your scheduled start time will result in a 10 second penalty.
- **Failure to Obey the Marshal's Instruction** - Failure to obey the Marshal's instruction as per the flags may result in exclusion from the event and other disciplinary action at the discretion of the Executive Committee.
- **Baulking** – Intentionally baulking another competitor will result in a 60 second penalty. Claims for this will be finalized by the Clerk of the Course after consultation with the marshals (witnesses).

AWARDS

The Prize Giving Ceremony will take place as scheduled. Please refer to the event Specific ASR (Additional Supplementary Regulations) for specifics.

1. **Fastest time overall** – This is awarded to the car that has set the fastest official time on a competitive stage and has completed the required number of stages to be deemed a finisher of the event.
2. **Second fastest time overall** - This is awarded to the car that has set the second fastest official time on a competitive stage and has completed the required number of stages to be deemed a finisher of the event.
3. **Third fastest time overall** - This is awarded to the car that has set the third fastest official time on a competitive stage and has completed the required number of stages to be deemed a finisher of the event.
4. **Class winner** - This is awarded to the car that has set the fastest official time in its class on a competitive stage.

5. **Second in class** - This is awarded to the car that has set the second fastest official time in its class on a competitive stage.
6. **Third in class** - This is awarded to the car that has set the third fastest official time in its class on a competitive stage.

A class is considered constituted when a minimum of two competitive cars have registered in that class, each car must pay and pass all the events safety as well as class requirements.

When a class is comprised of two cars. Only the Class winner will receive an award.

When a class is comprised of three cars, Class winner and second in class will receive awards.

When a class is comprised of four or more cars, Class winner, second in class and third in class will receive awards.

FINISHING THE EVENT

Please refer to the event Specific ASR (Additional Supplementary Regulations) section “FINISHING OF EVENT” for specifics.

IN THE EVENT OF A TIE

- In the event of a TIE the two tied competitors second (2nd) fastest time will be used as a comparison, and the faster of these second (2nd) fastest time will be used to determine the winner.
- In the event the previous rule above results in a tie the competitors third (3rd) fastest time will be used as a comparison and the faster of these third (3rd) fastest time will be used to determine the winner
- In the event the previous rule above results in a tie the competitors forth (4th) fastest time will be used as a comparison and the faster of these forth (4th) fastest time will be used to determine the winner

PROTESTS

All protests can be submitted up to 30 minutes after posting of the provisional results of the event. They can be submitted to any member of the **Protest Committee** in the Service Park, with the fee of **TT\$500 CASH** which is refundable upon the protest being upheld.

Protest Committee

Please refer to the event Specific ASR (Additional Supplementary Regulations) for the official’s Protest Committee list.