



Introduction to Controls & Regularity Timing

Competitive Rallies & Non-Competitive Tours



This document gives an overview of the Controls used on Scenic Rally Tours (SRT) events and a basic introduction to Regularity Timings used.

- Competitors will be provided with a Roadbook for the weekend which will detail the directions from each Manned Time Control (MTC) to the start of the Regularity Section and from the end of the Regularity Section to the next halt and the next MTC.
- Participants in the Tour element of a Scenic Rally Tour will be provided with the same Roadbook. Participants of the Tour will still need to be at each MTC at their due time to start to ensure the smooth running of the event.
- For Competitors on the Rally, the aim is to follow the right road, driving at the correct average speed to arrive at the secret Timing Points on the Regularity Sections at the right time. Penalties are applied for being early or late (1 penalty per second early or late).

The event format will generally be:

- Manned Time Control – You will need to depart from this at your due time on the instructions of the Marshal.
- You will then have a short distance to drive (following the Roadbook) to the start of the Regularity Section. You will be advised in the Roadbook how long you have to drive this, for example:
- MTC Out Time 08:30
- Regularity Self Start is plus 8 minutes

You have 8 minutes to drive the route which may only be a mile or two.

At the Regularity Self Start point (as detailed in the Roadbook and marked with a sign), wait until your due time (08:38 in this case). At this time, having already reset any trip you may be using, you record the time of 08:38 on your Time Card, start your stop watch or timing devise and drive away following the route in the Roadbook.

You must then follow the route instructions in the Roadbook and by maintaining the average speeds detailed, arrive at every subsequent instruction in the Roadbook at the correct time.

- For example, at 0.96 miles on your trip, you should be at the track on right 1min and 55 Seconds into the Regularity section. If you arrive before your clock says anything before 1:55 you are early and may want to slow down. If your clock says anything after 1:55 you are late and may want to speed up.

Some crews will run a few seconds early on the road, aiming to arrive at say 1:52 at this point – it is easier to loose speed than gain it at a control – more later...

Km		Miles		Tulip	Time	Route Instruction
Total	Inter	Total	Inter			
0.00	0.00	0.00	0.00	1	00:00:00	 RSS at sign - TC plus 8 mins
0.13	0.13	0.08	0.08	2	00:00:10	
1.09	0.97	0.68	0.60	3	00:01:22	
1.54	0.45	0.96	0.28		00:01:55	

Some crews will do a countdown to each point so the driver can adjust speed, ie the Navigator will start at 1:50 with a 5,4,3,2,1,0 countdown so the drive can ensure they are at that the correct point at the right time.

Some drivers have clear visibility of the distance and time in the car and they will drive to the instructions given by the driver "At 0.96 miles, track on right due at 1:55".

Some crews will also utilise an "Average Speed Table" so can provide intermediate distance and time checks. For example, if the average speed was 30mph the speed Table for 30mph will detail every 0.1 of a mile and the due time can be calculated. So the Navigator might say, after a quick bit of mental arithmetic, "at 0.86 miles due at 1:43", this provides a sense check as to if you are early or late and likely to be on time or not in 0.1 of a mile (driver may need to speed up or slow down in response).

Dist	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	Dist
0.10	0.24	0.23	0.21	0.20	0.19	0.18	0.17	0.16	0.16	0.15	0.14	0.14	0.13	0.13	0.12	0.12	0.10
0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01
0.02	0.05	0.05	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
0.03	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.03
0.04	0.10	0.09	0.08	0.08	0.08	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.04
0.05	0.12	0.11	0.11	0.10	0.09	0.09	0.09	0.08	0.08	0.08	0.07	0.07	0.07	0.06	0.06	0.06	0.05
0.06	0.14	0.14	0.13	0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08	0.07	0.07	0.06
0.07	0.17	0.16	0.15	0.14	0.13	0.13	0.12	0.11	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.07
0.08	0.19	0.18	0.17	0.16	0.15	0.14	0.14	0.13	0.13	0.12	0.12	0.11	0.11	0.10	0.10	0.10	0.08
0.09	0.22	0.20	0.19	0.18	0.17	0.16	0.15	0.15	0.14	0.14	0.13	0.12	0.12	0.12	0.11	0.11	0.09

At any point described in the Roadbook (junction or marking) there may be a Secret Timing Point. In the UK they will not be within the first 2 miles of the start of the Regularity Section or within 2 miles of the previous Timing Point (unless on private land). On the continent instead of 2 miles a rule of 2 kilometers is applied. Organisers will put Timing Points where it is safe to stop and not in close proximity to a busy main road that may need crossing.

A Timing Point will be identified by a sign on the side of the road.

On each Regularity Section there will be a number of secret Manned Timing Points (TP), the car needs to **stop astride** the line (physical or imaginary) as indicated by the sign and the Marshal at the time detailed in the Roadbook (taking into account of previous penalties, see later). There will be penalties for arriving each second early or late. Participants in the Tour will collect a Code or similar from the Marshal as proof of passage, but will not be timed and will not be penalised for missing a Control.

If the line is overshot a penalty will be applied. **Do not reverse towards the line**, a penalty will be applied if this happens as detailed in the ASRs. Failing to stop will also incur a penalty. In exceptional circumstances the Marshal may stand beyond the TP line and sign for safety reasons – the vehicle is still required to stop astride the line but should pull forward to the marshal when indicated to do so. The time given will be when the vehicle stops astride the line.

If a vehicle is already stopped astride the line Crews should stop immediately behind the vehicle in front and the Marshal should record the time the vehicle stopped.

Competitors may not stop or slow down unduly within sight of a TP. If they do the Marshal will give the time at which they stopped before the TP or slowed significantly.

There will normally be more than one TP on a Regularity Section. There will be no maximum.

The Marshal will record the time on the Time Card and initial it, they will also record the time on their own check sheet. The use of an App may also be used to record the time. Once the Time Card has been returned to the Crew they may depart the Timing Point.

Competitors must ensure the Marshal has recorded the time and initialled it. Any query should be raised immediately.

A maximum lateness Time Penalty will be detailed in the ASRs.

Controls must be visited in the correct order and from the correct direction. A penalty for approaching from the wrong direction will be applied as detailed in the ASRs.

Failure to hand in a Time Card may result in maximum penalties.

Participants of the Tour will not be given a time at each TP but will collect a Code or similar to evidence passage through the TP. They should still stop astride the Marshals line.

Unless the Clerk of the Course decides otherwise, Controls and Timing Points will close a maximum of 15 minutes after the due time of the last Competitor/Participant.

And in practice...



Based on the extract of the Roadbook below, on the basis that there has not already been a Timing Point, you pass the Parenty sign at 3.47 miles and are on time (your clock/watch say 6:56), you continue along the road and then see in the distance the track on right, a Timing Point sign and a marshal. You need to **stop astride** the "line" across the road next to the **red** Timing Point sign at exactly 7:49 on your clock. Stopping astride means front wheels over the line but not the back wheels!

Remember earlier it was mentioned about running a few seconds ahead of your due time, when you see the Timing Point sign it is easier to subtly loose some time so you can "coast" to the line and stop at the due time, rather than having to drop 2 gears and floor it to get to the line on time!

The Marshal will record the time that you stop on their devise. This is the time you will be given and is not open for debate. Hand the Marshal your Time Card and they will record the time. Check what is recorded is what you are expecting in terms of what they said, if they have written a time that you think is not what they said then please challenge, politely!

If the Marshal is positioned away from the Timing Point sign, stop astride the line and wait for them to call you forward. They will give you the time you stopped.

Do not reset your trip distance or stopwatch / clock!

5.47	0.58	3.40	0.36	13	↑	00:06:48	Crucifix on left
5.58	0.11	3.47	0.07	14	↑	00:06:56	Parenty
6.29	0.71	3.91	0.44	15	↑	00:07:49	
6.61	0.32	4.11	0.20	16	↑	00:08:13	
7.24	0.63	4.50	0.39	17	↑	00:09:00	

Once you have the Time Card back then you can leave the Timing Point. No prizes for the biggest wheel spin.

You should continue to follow the Roadbook (watch for the next junction being close to a Timing Point that you could easily miss). It may be appropriate for the driver to get back upto speed quickly (but safely) so that you are back on the due time at the correct distance.

The Marshal will only give you the time of the day – you will need to workout if that is the correct time.

You should have recorded on your Time Card the time of day you started the Regularity ie:

MTC 08:30

RSS 08:38

And now (hopefully)

TP1 08:45:49

This should tell you that your actual time taken to get to the first Timing Point was 7:49 – if this is the case then a little cheer and high-five in the car is permitted. Technical term is "Bob on"!

You will not have received any penalties and you can carry on running to the times and distances in the Roadbook.

Easy isn't it!






All you need to do is repeat this at every Timing Point on every Regularity Section on the event...

But what happens when you are not "Bob On" to the due time... You may have taken a wrong turning and got lost, been stuck behind a tractor or had to reverse due to a car coming the opposite direction down a single track road, or the driver has a heavy right foot and thinks he is Tony Pond.

In summary any difference you incur at a Timing Point needs to be carried forward to the next Timing Point so that you travel the distance to the following Timing Point in the correct time. Any incurred penalties are in the bag and can not be made up.

So, for example, you arrived at Timing Point one (above) at 08:45:44. Your time for the first part of the Regularity was 7:44 – therefore you were 5 second early.

You now need to arrive at the next Timing Point 5 seconds before the due time in the Roadbook, so if the next Control turns out to be at 12.88 miles, **your** due time is 25:49 (5 seconds before the time in the book of 25:54).

19.76	0.21	12.28	0.13	53		00:24:53	
19.84	0.08	12.33	0.05	54		00:24:58	
20.42	0.58	12.69	0.36	55		00:25:35	Back of sign on left
20.72	0.34	12.88	0.19	56		00:25:54	

If the Marshal gives you a time of 09:03:49 then its time to party as your time for the second section was "Bob On"/ correct.

However, you still need to keep deducting 5 seconds from the Due Time going forwards as you are still carrying that penalty. If you forget to make the adjustment and revert to the Roadbook time, tractors etc permitting, you then arrive at the third Timing Point at the time in the Roadbook you will be 5 second late – you will then have a total of 10 penalty seconds (TP1 5s early and TP2 5s late = 10s penalties).

You may wonder about all the crossing out on the examples above. Firstly, some Navigators will cross out the KM or Mile columns of distances as both are not needed and they will only use one! Also, they will cross out each junction once they have passed through it so that when the pen/pencil/ruler jumps it is easy to pick up where they were.

OK so it just got a bit more complicated!

Top tip (told to me), if you know you are running to the right time, just worry about the seconds...

Now imagine your driver got a bit keen on the way to the second Timing Point, your adjusted due time is 25:49 (minus 5 seconds that you were early at the first Timing Point) and you were given a time of 09:03:44 – so you are another 5 seconds early. Total penalties are now 10 seconds. You now need to deduct 10 seconds from the Roadbook due time to be on time for the next section.

Alternatively, you got held up behind a tractor just before the Timing Point and the time you were given was 09:03:54 (25:54). Now you may think yippee! But you are 5 second late as you should have arrived at 09:03:49. Total penalties are 10 seconds (5 early plus 5 late). The one positive is that they net each other out as far as Roadbook time is concerned so you can just revert to the Roadbook time (or take away 5 seconds for the first Timing Point earliness and add 5 seconds for the second Timing Point lateness).

Or, for example that tractor meant you were even more late and were given 09:03:59, actual time 25:59. You were due at 09:03:49 so you were 10s late at the second Timing Point. You now have 15 seconds of penalties. But what adjustments do you need to make now? Just work out the current difference (net of all the controls on this Regularity), so Roadbook said due 23:54, you arrived 23:59, you are net 5 seconds late so **add** 5 seconds to the Roadbook time (5 seconds early and 10 seconds late = net 5 seconds late).

IF LATE – ADD TIME

IF EARLY – MINUS TIME

Continue the above until the end of the Regularity, after the first Timing Point at each subsequent Timing Point take the time you were given from the Roadbook time and that is your new time adjustment.

Penalties can not be caught up, once you are late or early that is your penalty, move on and focus on the next Timing Point.

Time adjustments on one Regularity Section do not get carried to the next Regularity Section – You start again with a zero trip and a reset of the Stopwatch at the next Regularity Start point.

Some Navigators will mark the Roadbook where the Timing Point was and write in the actual time of day given but also the Section time just in case they need to refer back. Also they may write “-5” at the top of the page as the adjustment or they may adjust the due time for every point on each page going forward, crossing out the book time and writing in the new due time. Each Navigator will establish what works best for them through practice.

* (-5) *

Km		Miles		Tulip	Time	Route Instruction
Total	Inter	Total	Inter			
4.60	0.37	2.86	0.23	11	00:05:43 18	
4.89	0.29	3.04	0.18	12	00:06:05 00	D127
5.47	0.58	3.40	0.36	13	00:06:43 48	Crucifix on left
5.58	0.11	3.47	0.07	14	00:06:56 51	
6.29	0.71	3.91	0.44	15	00:07:48 44	TP # 11:07:42 = 25 EARLY. NOW 75 EARLY
6.61	0.32	4.11	0.20	16	00:08:13 06	
7.24	0.63	4.50	0.39	17	00:09:00 53	-7
7.77	0.53	4.83	0.33	18	00:09:40 53	D125
7.95	0.18	4.94	0.11	19	00:09:53 46	-7
8.24	0.29	5.12	0.18	20	00:10:14	-7.

At 3.91 Miles there was a Timing Point, being 5s Early at the previous TP they were -5s off all due times. They arrived at 11:07:42 (having started the Reg at 11:00) so there time was 7:42, they were due at a revised time of 07:44 (07:49 -5s) so were 2s early at the TP. They now need to carry a difference of 7s forward (5s early at the first TP and now 2s early – checked by taking actual due time (07:49) and calculating the difference from actual time given (07:42) equals 7s early so going forward they need to subtract 7s from the Roadbook time until the next TP.

So when it really, really goes wrong and you have been up the road for 2 miles and it doesn't look like the Roadbook anymore what do you do? Or you have been stuck behind a herd of cows for 3 minutes??

If you get to a point on the road and you have to turnaround, hopefully you have the capability within your distance trip to set it in reverse and drive back to a point you recognise. When you are back on the right road, set the distance trip to record going forward, it won't be 100% right but should get you roughly in the right area. Or manually adjust the distance to the distance in the Roadbook for the recognised junction. Some trips will also allow you to adjust the displayed distance back and forward so at the next junction you could make the required adjustment. Then think about the timing and apply the process below.

If you are delayed on the right road (herd of cows), once they have moved (or mooooooved) out of your way there is a decision to be made. How late are you to your due time and can you try and make this up as maximum penalty for being late at a Timing Point is 150 Seconds (2 ½ minutes). If you can not get back within 2 ½ minutes I would suggest getting to a point you are running to the correct second (whether it be 6, 7, 8 minutes wrong). This will assist with future calculations at TPs as being 6 minutes wrong is easier than being 5 minutes 37 seconds wrong when you need to work out and carry forward your difference.

There are so many other tricks and tactics that can be used when it does go wrong and experience will give you the opportunity to work them out for yourselves!

I know it's not easy having sat in both seats of the car, but have a go! Practice makes perfect (if we all had the time and money to practice enough).

Just remember your annual income is not reliant on success, so have fun! There will also be lots of people around to help out if needed.

For any further information or questions contact us at info@scenicrallytours.com

Jon