

These pages give a brief overview of the timing principles. This covers various types of controls, the general procedure and an explanation per type of control.

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Timing and Controls Instructions

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1. SLS-app

1.1. Registration and use of the app

All route controls and most of the timing points will be (exclusively) registered in the SLS-ap (further to be referred to as 'app'). How to register for the app is listed in the "Redrive" manual included in the Base Route Book. The manual also includes a description of how to use the app and the appearance of the various types of controls.

1.2. Time- and Route Control card

At the start of a leg, each crew receives a digital control card via the app. On this card all Route Controls and all unmanned Timing Points will be recorded. The control card is automatically sent to the organization and to the team's email address at the end of each leg. Also, at the start of each leg, each crew will receive a "normal" time control card on which all visited Time Controls are registered by the marshals. The time control card also lists all Timing Points per regularity, also when the time registration takes place there via the app. In this way participants have an overview of all Timing Points per section.

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CONTROL CARD 1							
Location / Section Name	Control	Std Time	HH	MM	SS	MARSHAL	
The Ridley Arms, Stannington	MTC 1.1	11:00					
1.3 Navigation "Mitford"	NS 1.3	(11:03)					
1.4 Regularity "Maglin Burn"	RS 1.4	(11:45)				SELF-START	
	TP1	redrive					
	TP2	redrive					
	TP3	manned					
Lunch Halt	-	(13:30)					
Doxford Hall Hotel, Chathill	TC 1.2	14:15					

Explanation of the above time control card:

The scheduled start time at MTC 1.1 (Main Time Control, similar to a TC OUT) is 11:00 for this competitor. The marshal at MTC 1.1 then fills in the actual start time.

Grey boxes indicate that nothing should be filled in, so at MTC 1.1 the seconds do not need to be filled in. At Timing Point A (TP A) in Regularity 1.4, the boxes are grey, because the time is recorded in the app. At the manned Timing Point C (TP C), the time is entered by the marshals on site.

The scheduled (schedule) time at the start of NS 1.3 is 11:03. This is a target time only, the start of each Navigation or Regularity Section is always a self-start where the participant determines his own start time by

accepting the start control in the app. Only in case of a “Surprise Regularity”, the start of such regularity will be manned, and the starting time will be entered on the time control card by the marshals on site.

If a Navigation or Regularity section is started later than the stated scheduled time, this will not be penalized. However, try to “stay close to the scheduled times” so that you do not fall (too) far behind schedule and arrive very late at the coffee and/or lunch halts.

Then, in accordance with the scheduled times, the start of Regularity Section 1.4 should be at 11:45. This section has 3 Timing Points, the first 2 of which are registered by the app and the third Timing Point is manned.

Finally, according to the above time control card, the competitor is expected at 13:30 at the lunch halt, where he should leave at 14:15. In the above schedule, after MTC 1.1, only TC 1.2 is the next Timing Point to be reached exactly at the time indicated on the time control card. The arrival time at the lunch break is free. Reporting late to TC 1.2 only will result in penalization (see art. 4.5).

1.3. Recording controls

The organizer can make use of controls which, when appearing in the app, are immediately (i.e. without the intervention of the crew) and non-removably placed on the digital control card. This is only the case for Speed Checks (art. 2.9.) and Timing Points in Regularity Sections.

For Route Controls (art. 2.8.), the crew has the choice of whether or not to keep a control that appears in the app (= place it on the digital control card). The crew has 30 seconds to do so; if the control is not rejected by the crew in these 30 seconds, the system automatically places it on the digital control card. If the control is first rejected, but the crew decides afterwards that they still want the control, then that control has to be approached again (and from the right direction!), to become visible in the app again and then still saved. The last recorded Route Control on the digital control card can always be deleted by the crew.

Tip: before the self-start of a Regularity, make sure you stop for a moment to make the necessary preparations: plot the route, get your regularity table(s) and stopwatch at hand and only then drive to the start control that comes up in the app, so that you are ready to accept it then also within the mentioned 30 seconds.

1.4. Responsibility

For all controls where the crew has the choice of keeping or not keeping the control, the crew is solely responsible for recording it on the digital control card. At Time Controls, the crew itself must take care to handover their time control card at the correct time to the marshal and check if the marshal has recorded the correct time.

2. Types of control

The following list gives the types of control that may be encountered:

- Time Controls
 - Main Time Control (MTC)
 - Time Control (TC)
- Regularity Controls
 - Regularity Start Control (RS)
 - Regularity Timing Point (TP)
- Route Control (RC)
- Speed Checks (SC)

MTC's and TC's will be manned at the various halts. Regularity Starts will be self-starts via the Redrive app, except for the start of a "Surprise Regularity" which will be a manned start. Timing Points can be manned or automatic registrations via the app. All Route Controls and Speed Checks will be registered in the app only.

2.1. General Procedure

All controls must be visited in the correct sequence, and in the direction of the rally route. Controls visited out of order will be deemed not to have been visited. The ideal time for each Time Control will be shown on the competitors' individual time cards.

All manned controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and cease to operate 30 minutes after the due time of the last car.

Timing at Time Controls will be by official clocks, read to the preceding full minute (e.g. 14:23 and 55 seconds will be read as 14:23). The time recorded will be that at which the competitor presents their time card to the marshal (at a MTC and TC), or when the competitor accepts the time at a Regularity Start in the app. All unmanned Regularity Timing Points will be recorded automatically in the app. Time registration at manned Timing Points will be done according the procedure as described in art. 3.3.

For each type of control there will be a (maximum) penalty as stated below. Maximum penalties will be incurred for visiting a control after maximum permitted lateness where applicable (see article 2.6), or for wrong direction of approach or wrong departure where these are stipulated in the Route Instructions, or for passing through a control more than once unless required to do so, or for not stopping at a manned Timing Point. It is the competitor's responsibility to record the information displayed at an unmanned Route Control.

2.2. Control Signage

Manned controls will in general be indicated by yellow 'clock boards'.

2.3. Control Areas

Control areas will be of three kinds: manned Off-Road Controls, manned On-Road Controls and Controls in the app.

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2.3.1. Manned Off-Road Controls

Manned Off-Road controls (MTC, TC) will be at or inside private premises such as a restaurant or café where competitors may obtain fuel, food or refreshment. This will be clearly indicated in the Route Instructions. A yellow 'clock board' will be placed just before the entrance to such a control location.

2.3.2. Manned On-Road Controls

Manned On-Road Controls (RS, TP) will be alongside the route and might not always be indicated in the Route Instructions. Such manned controls will be clearly indicated by a yellow 'clock board'.

2.3.3. Controls in the app

Controls in the app will pop-up once competitors enter the (digital) control area. Competitors can accept the control (RC, RS) themselves. Unmanned Timing Points will be registered by the app automatically.

2.4. Early Arrival at Time Controls

There will only be Time Controls at the start and finish of each leg and at the end of a coffee or lunch halt when competitors will start for their next section. Early departure at the start of a section will not be allowed. Early arrival at coffee or lunch halts and at the MTC at the end of each leg will be permitted penalty free.

2.5. Lateness at Time Controls

Competitors will be due at each Time Control at their ideal (scheduled) time, which is indicated on their individual time control card.

Competitors late at one Time Control may be an equivalent amount late at the next Time Control on the same leg without further penalty, as long as they remain within the specified maximum permitted lateness. Although not compulsory, making up lateness is encouraged.

Competitors checking in at a Time Control after the specified period of maximum permitted lateness (MPL), which is 30 minutes, will be deemed not to have visited that control. The MPL at any control, and the opening period of any control, may be extended by the Organisers, provided that prior notification has been posted at a preceding control in the sequence.

2.6. Main Time Control (MTC)

Penalties apply at these controls:

- MTC at the start of a leg: any crew checking in late at a MTC will be penalised 30 seconds per minute, up to their maximum permitted lateness after their scheduled time.
Late departure 30 seconds per minute, with a maximum of 15 minutes
Failure to visit within Maximum Permitted Lateness: 15 minutes
- MTC at the end of a leg: early arrival is permitted. Checking in late at the MTC at the end of a leg will be penalty free for 30 minutes lateness.
Failure to visit within Maximum Permitted Lateness: 7½ minutes.

2.7. Time Controls (TC)

Time Controls will only be located at coffee and lunch halts to start the next section and will have no penalty free lateness unless otherwise specified. Lateness or failure to visit will be penalised up to their maximum permitted lateness after their scheduled time.

Late arrival (where specified) 15 seconds per minute, with a maximum of 7½ minutes.

Failure to visit within maximum permitted lateness 7½ minutes.

2.8. Route Controls (RC)

Route Controls will be located along the route at previously undisclosed locations to provide proof of passage. All Route Controls will be in the app and should be accepted (art. 1.3.) by the competitors when passing.

Penalty for missing a RC 2 minutes.

2.9. Speed Checks

Competitors must strictly observe the local speed limits throughout the event. The Organiser will indicate Speed Zones in the app to ensure a quiet passage of participants, with minimum inconvenience to local residents. Competitors should drive with additional caution on this zone and respect the maximum speed indicated in the app.

Speed Checks will be set up at undisclosed points to check competitors' driving behaviour in areas where responsible driving is mandatory. Speed Checks will be done by the app.

Any competitor that exceeds the speed limit allowed on site, will be penalized. To calculate the penalty (in seconds) the number of kilometres exceeding the maximum permitted speed by more than 10% will be squared (e.g. speed limit 50 kilometres, registered speed 60 kilometres, is 5 kilometres above the 10% margin, leads to a penalty of $5 \times 5 = 25$ seconds).

2.10. Missed Controls

Competitors who miss a control of any kind will incur the penalties set out in these regulations, but may re-join the route at any subsequent control. Their scheduled time and latest permitted time at these controls remain unchanged.

The exceptions to this rule are the MTC at the start and the finish at the end of the rally, which competitors must visit between their opening and closing times to qualify as finishers.

3. Regularity Sections

3.1. General Description

There will be Regularity Sections during the event. On these, competitors are required to maintain a constant average speed for a given distance. The speed may vary during the section. There will be one or more Timing Points on a section, each at undisclosed locations.

Competitors must not stop on a Regularity Section, except at manned Timing Points, or if obliged to do so by a stop, halt or give way sign or by circumstances beyond their control (such as giving way to oncoming traffic on narrow roads, or letting faster traffic pass (including faster competitors) which both is obligatory, or mechanical failure).

The organisers' official distance will be measured using a trip meter that will be deemed as accurate.

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The end of each Regularity Section will be indicated in the Route Instructions. There will not be a control at this point. After the last Timing Point of a Regularity Section, the app will give a notification “End of Regularity”. There will be no more Timing Points in this section, but this doesn’t mean that the end of the Regularity Section is reached. Keep following the Route Instructions.

3.2. Regularity Start Controls (RS)

Regularity Start Controls will be situated at locations given in the Route Instructions. There will be no arrival time control prior to them. All Regularity Starts will be unmanned (self-starts), with the exception of “Surprise Regularities”, where the start will be manned.

Regularity Starts will be clearly indicated in the Route Instructions. The landmark as indicated in the Route Instructions will be deemed the start point. Unmanned Regularity Starts will be registered in the app. Competitors must start either on a full minute or half minute (e.g. 15:32:00 or 15:32:30) and take the first available slot in order not to cause any delays for other competitors. “Surprise Regularities will start at a Manned Regularity Start Control (indicated by a yellow ‘clock board’). The starting time will be recorded by the marshals on the competitor’s time control card.

Failure to visit a Regularity Start Control: 2½ minutes.

3.3. Regularity Timing Points (TP)

Timing Points on Regularity Sections will be established on the correct route which may or may not be at a landmark indicated in the Route Instructions, to which the exact distance (in kilometres) and the time allowed from the start of the section will be given. Organisers’ times and distances will be deemed correct.

There will normally be more than one Timing Point on a regularity section. At each, a competitor’s due time will be based on their time at the immediately preceding control, whether this was the start control or a previous Timing Point.

The distance between any RS and/or TP will be more than 3,2 kilometres (2 miles), except when the instructions of a regularity section specifically say otherwise or when a Timing Point is located on privately owned land.

Failure to visit a Timing Point: 2½ minutes

Early arrival 1 second per second, with a maximum of 1 minute

Late arrival 1 second per second, with a maximum of 1 minute

3.3.1. Manned Timing Points (TP)

Manned Timing Points will have no advance board, but will be indicated by a line on the road and/or a yellow ‘clock board’. Competitors will be timed as they stop astride the line or an imaginary line in line with the ‘clock board’ (or immediately behind any car already on the line). They must then hand their time card to the marshal for their time of arrival to be recorded.

Stop astride definition; A car is required to stop astride a line (should there be no line visible an imaginary line is deemed to be in line with the ‘clock board’). The line must be between the vehicle’s front and rear axles.

Competitors will be penalised one second for each second early or late. Competitors overshooting the line will be penalised 10 seconds, in addition to any time penalty, and are responsible for taking their time card back to the marshal on foot; reversing will incur a further penalty of 5 minutes.

Competitors may not stop or slow down unduly within sight of a Timing Point; if they do, they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 1 minute.

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3.3.2. Unmanned Timing Points

Unmanned Timing Points will be automatically registered by the app. At each unmanned Timing Point the exact distance and the actual driving time of the competitor from the start will be displayed in the app.

Toelichting: alle regularities hebben een zelfstart, met uitzondering van de "Surprise Regularities", waar sprake is van een bemande start. Rijd kort voordat je wilt starten het controlegebied van de app in (de startcontrole wordt zichtbaar in de app). Accepteer de startcontrole exact op een hele of halve minuut. Er zijn meerdere Timing Points per regularity. Je berekent je ideale rijtijd vanaf het laatste Timing Point, dus niet steeds vanaf de start zoals we dat in Nederlandse rally's gewoon zijn. Bij een onbemand Timing Point wordt de passeertijd, de afstand vanaf de start en de ideale rijtijd vanaf de start, in de app vermeld. Bij een bemand Timing Point registreer je zelf de afgelegde afstand op de tripmaster (bij het stoppen bij het Timing Point), zie je in de regularity tabel je ideale rijtijd en noteert de marshal de passeertijd op de Time Control card. Je afwijking ten opzichte van de ideale rijtijd "neem je vervolgens mee" naar het volgende Timing Point. Dus wanneer je 5 seconden te laat was, moet je bij het volgende Timing Point ook 5 seconden te laat zijn ten opzichte van de ideale rijtijd in de tabel.

4. Summary of penalties Timing and Controls

Cause	Penalty
Missing a RC	2 minutes
Late arrival at a MTC at the start of a leg	30 seconds per minute, max. 15 minutes
More than 30 minutes late arrival at a MTC at the finish of a leg	7½ minutes
Unauthorized late arrival at a TC	15 seconds per minute, max. 7½ minutes
More than 30 minutes late arrival at the last MTC of the rally	DNF
Failure to visit a RS	2½ minutes
Early or late arrival at a TP	1 second per second, max. 1 minute
Failure to visit a TP	2½ minutes
Overshooting stop astride line at a TP	10 seconds
Reversing after overshooting stop astride line at TP	5 minutes
Stopping within sight of a TP	1 minute
Exceeding maximum speed more than 10%	according calculation in art. 2.9