RALLY / ROAD

Cross Country Rally Standing Regulations

1. DEFINITIONS

1.1 A **Cross Country Rally** is a sporting event the itinerary of which covers the territory of the country. The terrain used is to be of a mixed nature of roads and tracks. The promoter must obtain an organising permit from CAMS.

1.2 A **Baja Cross Country Rally** is a Cross Country Rally which may be conducted over one to two days. The minimum total distance of all of the Selective Sections is 300km. The minimum distance of a Selective Section is 30km, and the maximum is 150km. The maximum distance of all of the Selective Sections is 1,200km. 500km is the maximum distance to be travelled in Selective Section until a minimum rest halt of eight hours be observed.

1.3 A **Marathon Cross Country Rally** has a total distance greater than 2,500km. The minimum total distance of the Selective Sections must be 1,500km. The competitive component of the event is to be conducted over a period of a minimum of five days to a maximum of 10 days. The maximum distance of a Selective Section is set at 300km.

1.4 The route, at an imposed average speed, is divided into Legs consisting of one or more Selective Sections in real time linked by Road Sections with an imposed average speed.

The total duration of a Cross Country Rally may not exceed 12 days (including scrutineering and Prologue).

1.5 **Selective Section**s must be divided in such a manner that the majority of competing crews can cover most of the route in daylight. It is prohibited to start a Selective Section before sunrise and after sunset.

1.6 A halt of at least eight hours is compulsory after a driving time of between 12 and 20 hours, unless decided otherwise by the Stewards, upon a proposal from the Clerk of Course.

1.7 A Cross Country Rally, whatever the type, must be entered on the CAMS Motor Sport calendar.

2. TERMINOLOGY

Briefing: A briefing must be given by the Clerk of Course or his deputy and the crew participation is compulsory (this must be included in the Supplementary Regulations). The text of the briefing regarding safety must also be set out in writing and be posted on the official notice board.

Leg: A leg is part of the event, separated by a stopping time of at least eight hours. Time controls are compulsory between the finish of the last Selective Section and the entrance to the Bivouac, and from the departure from the Bivouac to the start of the first Selective Section the next day.

Navigation Leg: A Navigation Leg is a route which cannot be strictly defined, to be run with or without a Road Book (full or partial) and/or by a map. Passage Control points which can be easily and precisely located in the field using material references shall be indicated geographically (latitude and longitude), cartographically (coordinates) or representatively (kilometres and drawings) in the Road Book and/or on the map, and mentioned as such in the Supplementary Regulations.

Vehicle Log Book: A Document issued by CAMS which must be presented at the time of scrutineering to the scrutineer in charge at the event. This log book must also be presented on demand by the scrutineers. Refer Schedule L.

Road Section: A transport stage between selective stages. A-B time.

Selective Section: Speed test in real time. Selective Sections must be run over a course exclusively reserved for the competitors of the Cross Country Rally. Where it is possible that the course may be entered by members of the public, road closures must be in place. This provision must be indicated in the supplementary regulations of the Cross Country Rally.

Team Manager: The declared and approved representative of a team entering a vehicle as declared on the Entry Form.

Target Time: The scheduled time for the completion of each Selective Section, after which a loss of a part of the "Late Time" is incurred.

Time Allowed: The scheduled time for completion of a Road Section, after which a loss of a part of the "Late Time" is incurred. Early or late arrival at the end of a Road Section will also incur a loss of "Penalty Time" time.

Penalty Time: The time actually taken, expressed in real time (ie, hours, minutes and seconds) to complete a Selective Section, or as an imposed penalty, (in real time) for other infringements.

Late Time (or Maximum Time Allowed): The accumulated time by which a competitor exceeds (a)The Target Time (for Selective Sections), and (b) The Time Allowed (for Road Sections) within a Leg. The maximum "Late

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Time" allowed for each leg shall be advised in the route instructions. "Late Time" applies separately to each leg of the event, and is not accumulative from one leg to another. Supplementary Regulations may call for the exclusion of a crew who has exceeded the Late Time for a leg on one or more occasions. Penalties for exceeding Late Time will be detailed in Supplementary Regulations.

Changing of the Maximum Time Allowed: Maximum Time Allowed limit (Late Time) may be increased or decreased by the Clerk of Course at any time that it is considered that circumstances warrant a change. If changed during a leg, such change shall be immediately communicated to the Panel of Stewards. If changed before the start of a leg, the Panel of Stewards must approve such change.

Real Time: Time actually taken to cover the route of a Selective Section.

Regrouping: Stop scheduled by the organisers to enable the timetabled times to be met on the one hand, and on the other, and/or to regroup the crews still in the event. The stopping time may vary according to the crews.

Neutralisation Period: Time during which the crews are stopped by Rally Control.

Parc Fermé: Zone in which no repairs or intervention is allowed, except in the cases expressly provided for by these Standard Regulations.

Bulletin: Official bulletin which is an integral part of the regulations of the Cross Country Rally and is intended to modify, clarify or complete information regarding the event subject to NCR 69. These bulletins are numbered, dated and signed:

- by the organisers up until the day of scrutineering, and approved by CAMS
- by the Stewards of the meeting throughout the Cross Country Rally.

Crews must confirm receipt by signature. Any bulletin must be in writing and posted at the control post and on the official notice board.

Information Note: Information given by the organisers and/or the Rally control to the competitors who, after reading it, must confirm this by signature.

Time Card: The official document held by each crew upon which is recorded details of their performance throughout the event.

Bivouac: (Cross Country Rallies) Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all the competitors regroup. In the Bivouac, servicing is free for the competitors still in the competition, as is any servicing authorised by the supplementary regulations of the event. The Bivouac zone will be determined by the organisers, with a drawing and location of the designated area in the route book.

Start and finish controls may be combined, but they must be no further than 500m from the centre of the Bivouac for the finish of a road section. Servicing in a closed and/or private place is not authorised. *First infringement:* 50% of the fees; *second infringement:* fixed penalty (listed in the Supplementary Regulations); *third infringement:* exclusion. The organiser may set up Bivouacs with regulated servicing, for which the procedure shall be described in the Supplementary Regulations.

Service Areas: These are areas where servicing of competing vehicles may take place. They will be notified in the Supplementary Regulations and in the route instructions. No other servicing of competing vehicles may take place. *Penalty:* up to exclusion.

Fixed Penalty: A fixed penalty has been created to replace certain sanctions leading to exclusion or disqualification for failing to respect certain clauses of the regulations in a Cross Country Rally. The fixed penalty, when applied, allows the penalised crew to continue the Cross Country Rally in normal competition conditions, although being severely sanctioned. The fixed penalty is expressed as a time which is added to the penalties already incurred by the crew in specific cases listed in the Supplementary Regulations. The fixed penalty is set by the organisers and may be of a different figure for each Selective Section, Road Section or Passage Control, calculated according to the profile and difficulty of each of these. The fixed penalty for each Leg will be calculated by adding together the maximum time authorised for the Selective Section/s or Road Section/s not covered, and increased by the fixed penalty for the missing Section/s, as well as for any missing Passage Controls.

Production Vehicle: Any vehicle which has a minimum of 1,000 factory built units of that model (it is the responsibility of the Competitor *[previously known as the "Entrant"]* to prove sufficient proof of eligibility).

Passage Control: A control located between major controls to verify observance of the specified route and/or compliance with the regulations.

3. REGULATIONS

A Cross Country Rally is to be conducted in conformity with:

- the Sporting Code of the Fédération Internationale de l'Automobile
- the National Competition Rules of the Confederation of Australian Motor Sport Ltd (CAMS) as published in the CAMS Manual of Motor Sport
- these Standing Regulations for Cross Country Rallies
- the supplementary regulations for the Cross Country Rally and any Bulletins which may be issued.

3.1 The Clerk of Course is charged with the application of all regulations pertaining to the event during the running of a Cross Country Rally.

3.2 Any protests arising from this event will be adjudicated by of Stewards of the meeting who alone have the power to decide.

3.3 Any amendment or any additional provision will be announced by dated, numbered and signed Bulletins, which will be an integral part of the regulations, and will be posted on the official notice board of the Cross Country Rally. They will also be directly communicated to the crews, who must sign for acceptance.

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3.4 Penalties or fines may be imposed for any offence which is not of a sporting nature (eg, arriving late at scrutineering etc). These must be announced in the supplementary regulations.

4. VEHICLES

4.1 Cross Country Rallies are open to vehicles of a maximum gross weight of up to 2,500kg for Categories A0, A1, A2, A3, A4 and A5. All vehicles must be road registered or otherwise be able to be legally driven on public roads (eg, appropriate permit), as well as meeting the relevant safety specifications laid down in the CAMS Manual of Motor Sport and by these regulations.

4.2 All competing vehicles must comply with Schedule R of the CAMS Manual of Motor Sport in its entirety (refer "General Requirements for Cars and Drivers"). All vehicles shall be fitted with roll over protection in conformity with Schedule J of the CAMS Manual of Motor Sport (refer "General Requirements for Cars and Drivers", save for Off Road vehicles which must be fitted with rollover protection outlined in the relevant Off Road Regulations. Vehicles entered in International events shall comply with the requirements of the FIA.

4.3 At the time of presentation of the vehicle for pre-event scrutiny, the vehicle must conform to one of the following categories. The only modifications permitted are those listed in each category. Any modifications, which are not specifically permitted under these regulations are not allowed.

4.4 All competing vehicles must be subject of a CAMS log book.

4.5 All vehicles must comply with the Cross Country Rally technical Regulations and Schedule R.

4.6 The following groups will apply for competing vehicles and eligible groups for each event shall be outlined in the supplementary regulations.

Group A0:	'Showroom' 4x4 Cross Country Passenger and Light Commercial automobiles
Group A1:	Series Production 4WD Cross Country Passenger automobiles and Light Commercials and CAMS Off-Road Production 4WD automobiles
Group A2:	Modified Production 4WD Cross Country automobiles
Group A3:	Modified 2WD automobiles, including CAMS Production Rally Cars, CAMS Off Road Extreme 2WD and CAMS Performance 2WD automobiles
Group A4:	CAMS Off Road Buggies, Pro, Prolite, Super 1650, Sportsman and Clubman automobiles
Group A5:	Unlimited 4WD automobiles and CAMS Off-Road Extreme 4WD automobiles

5. CREWS

5.1 For the exact interpretation of this text the following definitions apply:

(i) "Competitor": Vehicle owner

(ii) "Crew": Driver/s and Co-Driver/s

(iii) "Team members": the service crew – ie, team manager, mechanics and all other personal registered with the team via the entry form.

5.2 Any driver or co-driver holding a current and valid CAMS National or International Rally Licence is eligible to compete. The crew may comprise up to three people, provided that all the safety requirements are respected. The members of the crew will be nominated as the driver and up to two co-driver/s. The supplementary regulations for the event may specify a crew comprising of two people.

Only members of that crew may drive during the event, and they must possess a current and valid Civil Licence (which permits unsupervised driving) and current CAMS National Rally licence or superior. People who have been issued with a "Navigators Only" or "Juniors" licence are not permitted to drive. For Baja Cross Rallies only, if it is a Multi club permitted event, Navigators age limits are the same as for Off-Road events.

5.3 Where the competitor is a legal entity, or in any case not part of the crew, the driver named on the entry form will be held responsible for all the liabilities and obligations of the competitor, throughout the whole Cross Country Rally. Such competitors must hold the relevant CAMS competitor's licence.

5.4 All nominated competing crew members must be on board the vehicle throughout the entire duration of the Cross Country Rally, with the exception of the cases provided for in the supplementary regulations. If one member retires, or if a third party is admitted on board (unless this is to transport an injured person) the vehicle shall be excluded from the event.

5.5 Any incorrect, fraudulent or unsporting action carried out by a crew will be judged by the Stewards of the meeting who may impose penalties, which may go as far as the exclusion of the crew concerned.

6. ENTRIES

6.1 Persons wishing to take part in the Cross Country Rally must send the entry form, duly completed, to the Secretariat of the Cross Country Rally along with the entry fees, accompanied by at least:

- details of the full name, address, competition licence and civil driving licence (where relevant) of each member of the crew.
- details of the characteristics of the vehicle.

6.2 By the very fact of signing the entry form, the crew agrees to conform with the regulations specified in the CAMS Manual of Motor Sport, these Standing Regulations, the Supplementary and Further Regulations or Bulletins which may be issued. No amendments may be made to the entry form after acceptance, except in the cases provided for in the present regulations.

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6.3 The changing of a crew member may be carried out subject to the approval of the organising committee up until the moment at which the crew member concerned presents himself at the administrative checks. The changing of two or three crew members may only be authorised by the Stewards.

6.4 Up to the time of the administrative checks, the crew may freely replace the entered vehicle by another in the same group.

6.5 At the time of pre-competition event scrutiny, should a vehicle not correspond in its presentation to the group in which it was entered, this vehicle may, upon the recommendation of the scrutineers, be transferred by the Stewards of the meeting to a different group for which it is eligible or be refused entry.

6.6 The entry application will only be accepted if accompanied by the entry fee in full.

6.7 The entry fee will be refunded in full:

(i) to candidates whose entry has not been accepted,

(ii) in the case of the Cross Country Rally not taking place.

(iii) other circumstances outlined in the Supplementary Regulations of the event.

6.8 The organisers will reimburse the entry fee, minus a variable retainer, to those competitors who were unable to present themselves at the start of the Cross Country Rally (ie, before the end of the administrative checks) for reasons of force majeure, subject to the application for withdrawal reaching the organisers by registered mail by this time.

This reimbursement will take place no later than one month after the finish of the Cross Country Rally.

7. IDENTIFICATION

7.1 The organising committee shall supply each crew with three number plates, which may incorporate advertising, or as may be required for specific events, four sets. The number plates shall be no larger than 52cm high x 50cm wide. The supply of competition numbers shall be the responsibility of the event promoter. Competition numbers must comply with Schedule K (refer "General Requirements for Cars and Drivers").

7.2 Throughout the duration of the Cross Country Rally, the plates must be affixed, vertically, in a visible location on the front doors of the vehicle.

They must bear the competition number, the name of the event and, where applicable, the name of the organiser's main sponsor.

7.3 At any time during the Cross Country Rally, the absence or faulty positioning of a competition number or a plate will incur a cash penalty equivalent to 10% of the entry fees. The absence or faulty positioning of two competition numbers at the same time shall result in a cash penalty equivalent to 20% of the entry fee.

7.4 The names of the driver and his co-driver/s must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be subject to a cash penalty, on certification, equivalent to 10% of the entry fee.

7.5 At any time, the chassis, engine block, which have already been marked or any other vehicle component deemed necessary, may be marked.

8. STARTING ORDER

8.1 The start order may be determined by the results of a Prologue. Only one Prologue may be organised. It will be run in the form of a Selective Section, with a minimum length of 2km and a maximum length of 10km, which shall not count for the classification of the Cross Country Rally. The start of the Prologue shall be given with a minimum interval of one minute between the competitors. The start order of the Prologue will be determined by the organisers.

8.2 If there is a Prologue, the start order in the 1st Leg involving a Selective Section shall be given in the order of the Prologue classification. Penalties imposed during the Prologue concern only the starting order. If there is no Prologue, the drivers will be seeded and start at two-minute intervals in the order of their numbers, or of an order determined by the organisers and ratified by the Stewards.

8.3 From the second Leg onwards, the start order shall be given in the order of the last classification of the Selective Section/s of the previous Leg. The Clerk of Course, when drawing up the starting order, must take into account any penalties expressed in time that a crew has incurred during the previous Leg, and must add such penalties to the time of the Selective Section/s considered for drawing up the starting order itself.

8.4 At the start of each Leg, if a road section, crews must start at no less than one minute intervals and no more than two minute intervals.

8.5 At the start of a selective stage competitors must start at not less than one-minute intervals.

8.6 Except at the sole discretion of the Clerk of Course any crew reporting late for the start of the Prologue or of a Leg shall be penalised at a rate of one minute for every minute of lateness. Any crew arriving more than 30 minutes late shall not be permitted to start, and shall be excluded immediately.

9. ROAD BOOK

9.1 Each crew shall receive a Road Book of instructions in the form of a route chart with tulip diagrams indicating the prescribed route and/or the compulsory Passage Control points, which they must observe on pain of penalties which may go as far as exclusion

(i) Accurate distances indicating both total and intermediate distances for each instruction, expressed in kilometres and accurate to 1/100th of a kilometre.

(ii) Advice of all Times Allowed (Road Section), Target Times (Selective Sections) and Late Time for each Leg.

(iii) "Tulip" diagrams indicating the features of the road and correct direction to be taken at each instruction.

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(iv) Written instructions, which may be abbreviated, relating to the correct route to be taken and any special directions to be observed. If abbreviations are used, they shall be in accordance with a glossary contained in the front of each road book for reference.

(v) Advice on on-route danger points in the form of "cautions" which shall clearly identify significant hazards along the route Selective Section. Only in extreme cases will cautions be advised on Road Sections, which must be set to schedules well below maximum legal speed limits, and allowing for normal road delays, traffic lights etc.

(vi) A Diagram of each Bivouac Zone, identifying the boundaries of the compound.

(vii) Advice of any Quiet Zone to be observed, which may include Quiet Zones within Selective Sections, in which case, details of actual speed limits applying, which shall be monitored.

(viii) In "Incident Report Sheet" for use by competitors to relay reports of accidents or incidents to organisers.

(ix) A "Property Damage Report" sheet for use in case of property damage caused by competing crews along the route.

(x) Where required for "navigation" Selective Sections, all GPS and cartographic information that is necessary for the crew to successfully negotiate the route.

9.2 Any form of reconnaissance of the route is strictly prohibited unless specifically authorised by the organisers and approved by CAMS. For a period of three months before and during a Cross Country Rally, it is prohibited for crews who are entered or likely to enter the event from carrying out, or cause to have carried out, any reconnaissance of the route which could give them even a minor advantage. The possession of route notes other than those issued by the organiser is prohibited. Crews who fail to respect these bans will be subject to a Stewards' hearing.

9.3 The organiser of a Cross Country Rally must guarantee to all crews entered or likely to be entered in this event, that no information concerning the route has been or will be divulged to anybody other than the relevant authorities until the end of the event, with the exception of the communications issued to all the crews. Failure to respect this guarantee will result in the imposition by CAMS of sanctions which may go as far as exclusion of the event from the calendar for the following year.

9.4 It is obligatory for the organiser of a Cross Country Rally to carry out a verification of the Road Book prior to the event and to provide all the competitors with any resulting modifications. This duty is to be performed by the organisers "Route Set-Up" teams, who will also place all necessary route signage (arrows, caution markers, quiet zone signs, gate markers etc). Furthermore, an event safety vehicle "Zero Car" shall finally check the readiness of each Selective Section within two hours of the due passage of the first competing vehicle.

The official route of the Cross Country Rally is that described in the Road Book as distributed to the crews.

9.5 In all cases, crews will be forbidden to stray from the official route, on pain of a penalty which may go as far as exclusion on the decision of the Stewards of the meeting.

10. TRAFFIC

10.1 Throughout the entire Cross Country Rally, the crews must strictly observe the traffic laws of the State or Territory in which the event is being conducted. Any crew which does not comply with these traffic laws shall be subject to the penalties set out below:

(i) *1st infringement:* a cash penalty equal to 10% of the entry fees,

(ii) *2nd infringement:* a one-hour time penalty,

(iii) *3rd infringement:* exclusion.

10.2 In the event of an infringement of the traffic laws committed by a crew participating in the Cross Country Rally, the police officer/s or selectively appointed officials of the event (who shall be appointed as Judges of Fact, and noted as such in the supplementary regulations) having noted the infringement must inform the offender thereof as soon as possible. Should the police decide against stopping or are unable to stop the crew, they may request the application of the penalties provided for, subject to the following:

(i) that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed,

(ii) that the statements are sufficiently detailed for the identity of the offending crew member to be established beyond all doubt, as well as the exact place and time of the offence,

(iii) that the facts are not open to various interpretations.

10.3 It is forbidden, under pain of exclusion:

(i) to transport a competing vehicle by any means whatsoever except by its own motive power or that of the crew, except for as allowed in 11.9 of these regulations.

(ii) to deliberately block the passage of other vehicles, or to prevent them from overtaking.

10.4 The wearing of safety belts conforming with Schedule I (refer "General Requirements for Cars and Drivers") is compulsory throughout the Cross Country Rally, on pain of immediate exclusion. The wearing of helmets complying with a standard outlined in Schedule D of the CAMS Manual of Motor Sport (refer "General Requirements for Cars and Drivers") is compulsory throughout any Selective Section in a Cross Country Rally, on pain of immediate exclusion.

10.5 **Fuel:** The authorised fuel to be used during any event is Commercial Fuel as defined in Schedule G of the CAMS Manual of Motor Sport (refer "General Requirements for Cars and Drivers"). The use of leaded fuel such as aviation fuel (AVGAS) is prohibited. The organiser must include in the supplementary regulations for the event a description of the types of fuel that will be available along the route. The maximum distance between refuel points must be advised in the supplementary regulations.

10.6 The Road Book and/or maps must be made available to crews at the earliest time possible, and not more

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than two hours after each crews arrival at the overnight bivouac.

11. ASSISTANCE / SERVICE / REPAIRS

11.1 At overnight Bivouac compounds, the servicing and repairs of the vehicles is free, but all vehicles must remain within the boundaries of the Bivouac Compound as identified in the Road Book. If a crew wishes to remove the vehicle from the Bivouac Compound for any reason whatsoever, they must receive the specific authorisation of the Clerk of Course or Chief Scrutineer, and then the vehicle must be accompanied by an appointed official while ever it is outside the Bivouac Compound. Unauthorised removal of a vehicle from a Bivouac Compound will result in penalties of up to exclusion.

11.2 Outside Assistance or servicing is banned, and is defined as a vehicle or crew receiving assistance from another person who is not officially registered with the organisers to give such assistance. Regulation breaches of outside assistance/servicing will incur penalties up to exclusion with the exception of tyre or puncture repairs.

11.3 Assistance or servicing may be received from any crew who is participating in a Cross Country Rally, or from registered service personnel, travelling in registered service vehicles.

11.4 Organisers must provide for registration of service personnel and/or service vehicles, which must be clearly identified by plates, stickers etc issued by the organisers. The organisers may levy a fee for service vehicles and/or service personnel participation.

11.5 The organisers of a Cross Country Rally may impose further restrictions or provisions regarding servicing of competing vehicles. All such restrictions or provisions shall be clearly laid out in the Supplementary Regulations of the event, together with penalties for breaches.

11.6 Service personnel shall be defined to include all mechanics, team managers, family, friends etc over the age of 16 years who have any association whatsoever with a crew, and who, at any stage during the Cross Country Rally may provide assistance or support of any kind to crews.

11.7 Service vehicles shall be defined as any vehicle used for the duration of the Cross Country rally to carry service personnel and/or provide carriage of parts and/or equipment to service or repair competing vehicles. Organisers shall provide service vehicles with clear instructions, maps etc clearly identifying those routes which authorised for service vehicles, and the exact location of all bivouac zones, approved service zones (if applicable) and scheduled refuelling points.

11.8 Under no circumstances shall service vehicles be permitted on any Selective Sections of a Cross Country rally, except after competition on the relevant Selective Section has ceased, and the Time controls closed down, and then only as a vehicle recovery measure as specifically authorised by the Clerk of Course. Breaches of this regulation will lead to severe sanctions up to exclusion of the crew associated with the service vehicle involved.

11.9 Towing or pushing of a competing vehicle by another vehicle, including an organisers vehicle is permitted, but only to clear the route, bring it back onto the road, or remove it from a position of imminent danger. Towing provisions may be extended or modified by the organisers, and any such extensions or modifications shall be clearly laid out in the Supplementary Regulations.

11.10 Penalties shall be applied for towing in the following circumstances:

- within any *parc fermé*, other than a Selective Start / Finish Time Control Zone: exclusion
- within the boundaries of a Selective Section / Finish Time Control Zone: one-hour penalty

11.11 **Service areas:** in regulations of an event, the organisers must give the maximum distances in kilometres between the various service areas

12. INSURANCE

Insurance cover in accordance with Appendix I of the CAMS Manual of Motor Sport (refer "General Regulations of CAMS") is provided. For competitors, the insurance cover will come into effect at the start of the Cross Country Rally and will cease at the finish of the Cross Country Rally or at the moment of retirement or exclusion of a crew, except in selective cases provided for in the supplementary regulations. The insurance covers and their limits must be stated in the supplementary regulations of the event.

13. ADVERTISING AND IDENTIFICATION

13.1 Competitors are permitted to affix any kind of advertising to their vehicles, provided that:

(i) it is permitted under the relevant CAMS regulations and the legislation of the country,

(ii) it is not likely to give offence,

(iii) it does not encroach upon the spaces defined below reserved for competition number plates, competition numbers and windscreen strips,

(iv) it does not interfere with the crew's vision through the windows.

13.2 The areas reserved by the organisers for the event advertising and competition numbers which may not be used by the competitors are situated on:

(i) An area on both front doors measuring 500mm wide x 520mm deep.

(ii) The foremost part of the front bonnet (in the middle) measuring 450mm wide x 250mm deep.

(iii) The foremost and upper part of both front mud guards or wings.

(iv) The organiser reserves the right to put additional vehicle identification numbers on the roof and the rear of the vehicle.

(v) The organisers will include a diagram in the supplementary regulations showing required placement of event signage.

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13.3 The organisers' optional advertising will appear on two 50cm x 52cm (or equivalent surface area) panels to be affixed on the rear doors or wings (or equivalent location).

13.4 The crews must ensure that the advertising is properly affixed throughout the running of the Cross Country Rally. If compulsory or optional advertising is absent or incorrectly fixed, a penalty of 10% of the entry fee may be incurred for a first offence, and 50% of the entry fee for a repeated offence, this will be checked at the end of each leg.

13.5 If an organiser wishes to impose advertisement requirements on the vehicle, the dimensions and location must be specified in the supplementary regulations, or, by means of a Bulletin approved by CAMS at the latest one month before the administrative checks. However, the name of an automobile manufacturer cannot be associated with the name of the event, nor can it appear in the advertising spaces imposed by the organiser unless specifically authorised by an application to CAMS.

14. COMPETITOR'S TIME CARD

Time card: The official document held by each crew upon which details are recorded of their performance throughout the event.

14.1 At the start of the Cross Country Rally, crews shall be given a time card on which the times allowed to cover each road section and target times for each Selective Section shall appear respectively. This time card shall be handed in at the arrival control of each Leg and may be replaced by a new one at the start of the next Leg. Each crew is solely responsible for its time card. If the time card is lost by the crew, a penalty of up 30 minutes may be imposed by the Stewards.

14.2 Any correction or amendment made to the time card by the crew will result in exclusion, unless such correction or amendment has been approved in writing by the control official.

14.3 The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The control officials are the only persons allowed to enter the time onto the time card, by hand or by means of a print-out.

14.4 Crews are obliged, under pain of penalties which may go as far as exclusion, to report to all points mentioned on their time card and have their time card endorsed by the control official in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as exclusion.

15. CONTROL ZONES

All controls, ie, time controls, start and arrival of Selective Sections, Passage Controls and Cross-Roads Controls (for Bajas only), will be indicated by means of standardised signals (Article 20 of these regulations) as follows:

15.1 The control zone boundary is defined as per article 4.1 of the National Rally Code of the CAMS Manual of Motor Sport.

15.2 All control areas, ie, all the areas between the first yellow warning signal and the final beige one are considered as *parc fermé*. The stopping time must not exceed the time necessary for carrying out control operations.

15.3 It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Cross Country Rally or to re-enter a control area once checking in has taken place at this control:

- *1st infringement:* penalty of 30 minutes
- *1st repetition of the infringement:* penalty of one hour
- *2nd repetition of the infringement:* exclusion or fixed penalty where this exists.

15.4 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

15.5 Control posts shall be ready to function one hour before the target time for the passage of the first crew. Unless the Clerk of Course decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus exclusion time, or, when the regulations of the event provide for the application of the fixed penalty. The Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time/s allowed preceding this control for the last classified competitor.

15.6 On pain of a penalty which may go as far as exclusion, crews are obliged to follow the instructions of the official in charge of a control. Infringements will be examined by the Stewards of the meeting following a written report by the official in charge of the control post and a suitable penalty applied.

16. TIME CONTROLS

16.1 At time controls, the control officials will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the control official. The clocking of the time card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table.

16.2 The crew is forbidden to stop or to drive abnormally slowly between the control entry sign and the control post.

16.3 The due check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00 (ie, 24-hour time).

16.4 For Road Sections, a crew does not incur any penalty for early arrival if the vehicle enters the control zone during the target check-in minute, or the minute preceding it.

16.5 For Road Sections, a crew does not incur any penalty for late arrival if the vehicle enters the control zone at

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any time during the due minute. Eg, a crew which is due to check in at 13:58:00 will be considered on time if the vehicle enters the control zone between 13:58:00 and 13:58:59.

16.6 Any difference between the due check-in time and the actual check-in time will be penalised at a rate of one minute per minute or fraction of minute.

16.7 For the finish of Selective Sections, the finish times will be recorded in hours minutes and seconds.

16.8 At the final Time Control of each Leg, on arrival at the control immediately prior to Bivouac, crews may check in early without incurring a penalty.

16.9 Any failure on the part of a crew to observe the rules of the check-in procedure defined above (and in particular the fact of entering a control zone more than one minute earlier than their due check-in time) will be recorded by the chief control official at that post and a written report will be sent to the Clerk of Course who shall take whatever action is considered appropriate.

16.10 The late time/s for any Leg, or the target time for any Selective Section, or the time allowed for any road section, as defined in the road book and on the time card may be modified at any moment by the Stewards of the meeting upon proposal of the Clerk of Course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the event or application of the fixed penalty for exceeding the maximum late time may only be notified at the end of a Leg.

16.11 At the start of a Leg, at the point where the crews depart the Bivouac compound, a Leg Start Time Control will be set up, the signs for which shall be laid out as follows:

(i) yellow warning sign with clock (beginning of control zone)

(ii) red sign with clock (time control post)

(iii) beige sign with three transversal black bars (end of control zone).

16.12 A Selective Section Start Time Control will always follow a Road Section, and the functions of the finish of the Road Section and the start of the Selective Section will be combined within one control zone, the signs of which shall be laid out as follows:

(i) yellow warning sign with clock (beginning of control zone)

(ii) red sign with clock (Time control post) after a further approx 50 to 100m

(iii) red sign with furled flag (start line of Selective Section) after a further 30 to 50m

(iv) beige sign with three transversal black bars (end of control zone).

There must be a time gap of at least three minutes between the time of checking in to control to the due start time of the Selective Section to allow the crew to prepare for the start.

16.13 At the finish of a Selective Section, the finish Time Control will be twinned with the start Time Control of the following Road section, the signs for which shall be laid out as follows:

(i) yellow warning sign with chequered flag (beginning of control zone)

(ii) red sign with chequered flag 100m after yellow sign (flying finish line, at which point the finish times will be recorded

(iii) red sign with clock and red 'stop' sign (Time Control Post) sufficient distance to provide for safe braking and slow down before entering stop point

(iv) beige sign with three transversal black bars (end of control zone).

The start time for the following road section shall be taken as the finish time of the Selective Section, taken forward to the next full minute (eg, Selective finish time is 10:04:45, the start time for the next road section is 10:05).

16.14 At the end of Leg Time Control, immediately prior to entry to the Bivouac Compound, the signage shall be set up as follows:

(i) yellow warning sign with clock (beginning of control zone)

(ii) red sign with clock (Time control point)

(iii) beige sign with three transversal black bars (end of control zone, within Bivouac compound).

17. PASSAGE CONTROLS

17.1 Passage Controls may be set up at any point along the route in order to check that crews are respecting the itinerary in the road book. Passage controls may or may not be advised in the road book. Passage control signage shall be set up as follows:

(i) yellow sign with stamp (start of zone)

(ii) after approximately 100m, red sign with stamp (Passage Control post)

(iii) finally, 100m further on, final beige sign with three transversal black stripes.

17.2 Passage controls will be closed upon the arrival of the official Sweep Car following the passage of the last competing vehicle.

17.3 The supplementary regulations must indicate the penalties for each Passage Control not recorded on the time card; these penalties may go as far as exclusion.

18. SELECTIVE SECTIONS

Selective Section: Speed test in real time. Selective Sections must be run over a route exclusively reserved for the crews of the Cross Country Rally. This provision must be indicated in the supplementary regulations of the Cross Country Rally. Selective Sections are speed tests which are preceded by or combined with a time control for the start of the next Leg, and followed by a time control after the flying finish.

18.1 During the Selective Sections, all members of the crew must wear **a Type A or B** harness and helmet that

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meets the specifications in the CAMS Manual of Motor Sport, under pain of exclusion.

18.2 Crews are forbidden to drive in the opposite direction on the nominated route of any Selective Section under pain of penalties which may include exclusion.

18.3 At the starts of Selective Sections, when the vehicle with its crew on board has stopped in front of the starting control, the control official will enter the actual time of the start of the vehicle in question on the time card (hour and minute), and will then countdown aloud: 30" - 15" - 10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given upon which the vehicle must start immediately. A twp-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal. If a crew is unable to leave the control zone under his own power, the penalties set out in Article 26 shall be applied.

18.4 The start of a Selective Section may only be delayed in relation to the scheduled starting time by the control official in a case of "force majeure".

18.5 A false start, particularly one made before the control official has given the signal, shall be penalised by a minimum penalty of one minute or an increased time according to the control official's report. This penalty does not exclude heavier penalties being imposed by the Stewards of the meeting, especially if the offence is repeated.

18.6 Selective Sections will end in a flying finish, the signs being positioned as follows:

(i) yellow chequered sign (beginning of zone)

(ii) after approximately 100m, red chequered sign (flying finish)

(iii) at a distance of 150 - 300m, two red signs (clock and STOP)

(iv) finally, 100m further on, final beige sign with three transversal black stripes.

Stopping between the yellow warning sign and the STOP sign is forbidden on pain of a time penalty. Timing will be done on the finish line, Red Chequered Sign. At a distance of 150 to 300m after the finish, the crew must report to a control indicated by a red clock and a red STOP sign. The control official will enter on the time card the time of arrival (hour, minute and second) which will also be the starting time of the following Road Section (hour and minute). If several crews arrive during the same minute, the control official in charge must stagger the starting times of these crews from a minimum of one minute in the order in which they arrived. If a crew is unable to stop in the zone or to leave it under their own power, the penalties set out in Article 26 of these regulations shall be applied. If the crew does not stop at the STOP point to have their times recorded, a one-hour penalty shall be applied.

18.7 During a Selective Section, unless provision is made to the contrary in the supplementary regulations, any assistance is forbidden other than that of another competing crew using parts transported by a competing crew.

18.8 The starting intervals for Selective Sections must meet the same requirements as those laid down for starting Legs, except in a case of a road penalty.

18.9 Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty which may go as far as exclusion.

18.10 Interruption of a Selective Section: When the running of a Selective Section is definitively stopped before the passage of the last crew, regardless of the reason, a classification for that Section may nevertheless be obtained by attributing to all those crews who were affected by the circumstances of the interruption the lowest recorded time actually set before the competition was stopped.

This classification may be drawn up even if only one crew was able to cover the route in normal competition conditions.

It is up to the Stewards of the meeting decision alone as to whether or not to apply this measure, once rally control has informed them of the reasons for the interruption.

Should the Stewards consider the lowest recorded time actually set to be abnormal, they may choose as a reference time, from among the next four lowest recorded times set, and choose the one which they feel to be the most suitable.

Any crew which is responsible or partly responsible for the stopping of the competition cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time which they may have set, if this is greater than the calculated time attributed to the other crews.

In exceptional cases, for safety reasons, the Clerk of Course may interrupt a Selective Section at the Control and then crews may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.

19. REGROUPINGS

Regrouping: This is a stop in the event scheduled by the organisers to enable the timetabled times to be met on the one hand, and on the other, and/or to regroup the crews still in the event. The stopping time may vary according to the crews.

19.1 The purpose of these regroupings will be to reduce the intervals that may occur between crews as a result of late arrivals and/or retirements.

19.2 On arrival at these regroupings, crews will hand the control official their time card. At which time the crews will receive their restart time. Crews must then drive their vehicle immediately and directly to the re-group area. The starting order shall be the same as of their arrival at the in control.

19.3 For safety reasons, on the recommendation of the Clerk of Course, the Stewards of the meeting may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end of Leg control (**Note:**

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for a Selective Section, the time control is twinned with the end of Selective Section control), where the times recorded will serve to establish the classification of the Leg.

On the decision of the Clerk of Course, this Leg may or may not be continued, neutralised, in convoy, and be or not be under the *parc fermé* rules.

20. SIGNPOSTING OF CONTROLS

ZONE BEGINNING	CONTROL	END OF ZONE
Panel on a Yellow Background	Panel on a Red Background	Panel on a Beige Background

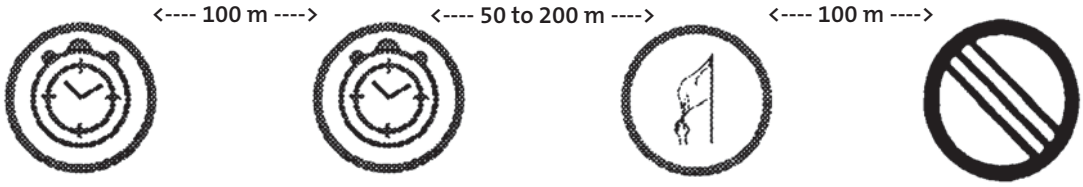
PASSAGE CONTROLS

Marking Stop

TIME CONTROLS

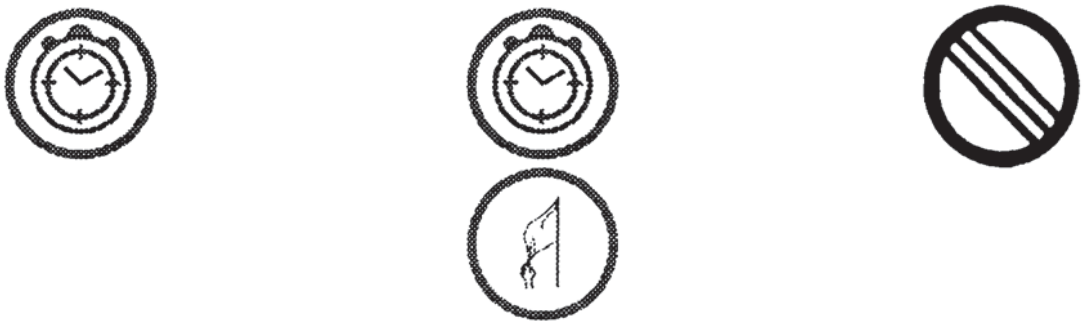
Marking Stop

TIME CONTROLS

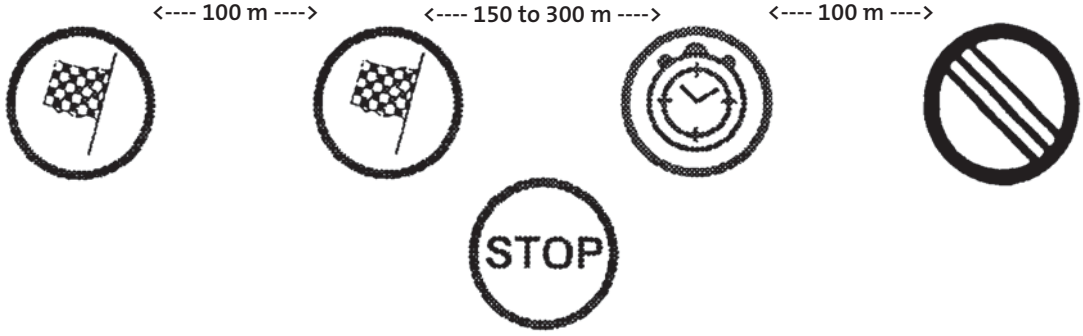


Marking Stop Marking Stop

START OF A SELECTIVE SECTION COINCIDING WITH THE START OF A LEG



END OF SELECTIVE SECTION



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The minimum diameter of the panels is 70cm. The drawing must be black. The panels will always be placed on the same side for the entire route of the Cross Country Rally.

It is recommended that the width of the control zone be defined: under no circumstances may this exceed 50m.

21. PARC FERMÉ / IMPOUNDS

21.1 **Parc fermé:** Zone in which no repairs or intervention is possible, except in the cases expressly provided for by these Standing Regulations.

21.1.1 Competing vehicles shall be subject to the *parc fermé* rules (all repairs and refuelling forbidden – starting the car with the help of towing or pushing from another crew still competing shall be penalised by one minute):

(a) from the moment they enter a starting area, a regrouping zone or an end of Leg, until they leave one of these, if these exist;

(b) from the moment they enter a control area until they leave it;

(c) from as soon as they reach the end of the Cross-Country Rally and at least until the time for lodging protests has expired.

21.1.2 Any infringement of the *parc fermé* regulations shall result in a minimum penalty of one hour and can go as far as exclusion.

21.1.3 Before the exit from all the *parcs fermé* or at the start of any Leg, if it is considered a vehicle does not comply with road regulations or general road worthiness a scrutineer of the Cross Country Rally should inspect such a vehicle and if the vehicle is deemed to be un-roadworthy the scrutineer will then report to the Clerk of Course who may instruct repairs to the vehicle to be undertaken as required before continuing in the competition.

In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives more than 30 minutes late will be excluded from the event (see Article 8.5).

21.1.4 As soon as a crew places their vehicle in the *parc fermé*, that crew must leave the *parc fermé* immediately and no member of the crew will be allowed to re-enter it.

21.1.5 By way of exception, and on the responsibility of an official, the crew may, while in the *parc fermé* at the start, regrouping zone or end of Leg:

- change one or two punctured or damaged tyres using the equipment on board,
- have a new windscreen fitted, with the possibility of having outside help only with the agreement of the Clerk of Course.

These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.

21.1.6 In order to remove their vehicle from a *parc fermé* for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the *parc fermé* 10 minutes before their starting time.

21.1.7 Inside the *parc fermé*, the engine may be started by means of an external battery, which cannot then be taken on board the vehicle.

21.2 **Impounds:** An impound is an area in which the competing vehicles are placed and may be serviced or repaired.

21.2.1 Only registered crew or service members may carry out any such operations. Crew members may assist other crews in such operations.

Note: If a competing vehicle has withdrawn from the event the entire crew is ineligible to assist on any other competing vehicle.

21.2.2 No competition vehicle may be removed from the impound area unless:

(a) permission has been granted by the Clerk of Course and the vehicle is accompanied by an official of the event;

(b) it is to proceed to the Time Control to commence the next portion of the event.

21.2.3 Any breach of the impound regulations can incur a penalty of up to exclusion.

22. ADMINISTRATIVE CHECKS AND SCRUTINEERING

22.1 All crews taking part in the Cross-Country Rally must arrive at scrutineering and/or administrative checks with all crew members, car and all relevant documentation in accordance with the timetable of the Rally.

Any crew reporting to the scrutiny area and/or administrative checks outside the time limits prescribed in the Supplementary Regulations of the event will not be allowed to start, except in a case of *force majeure* duly recognised as such by the Stewards.

22.2 The administrative checks will consist of checking the documents mentioned in the Supplementary Regulations of the event:

- competition licences, driver and co-driver, competitors
- civil driving licence,
- vehicle registration papers,
- vehicle log book.

22.3 Only those crews who have passed the administrative checks may present themselves, with their vehicle,

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including competition numbers and all equipment, to scrutineering, which is to be of a completely general nature of the make and model of the vehicle, and to be apparent conformity with the group in which it is entered and conformity of the safety items. After scrutiny, if a vehicle is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline by which the vehicle must be made to comply.

22.4 No vehicle will be allowed to start unless it complies with all of the CAMS safety regulations as set out in the CAMS Manual of Motor Sport.

22.5 Additional checking of the crew members as well as of the vehicle may be carried out at any time during the Cross Country Rally. At all times during the Cross Country Rally, crews are responsible for the technical conformity of their vehicle. The fact of presenting a vehicle for scrutiny is considered as an implicit statement of conformity.

22.6 Should new identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the Cross Country Rally. Should these marks be missing, the vehicle will be excluded from the Cross Country Rally. For any infringement of this regulation the crews concerned must be notified in writing.

22.7 Any fraud discovered, and in particular the fact of presenting identification marks which have been tampered with, will result in the exclusion of the crew, as well as that of any Competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority to which the crew or accomplice belongs may be asked to impose heavier sanctions.

22.8 Thorough scrutiny involving the dismantling of the vehicle for the crews in the first places of the general classification and in each group and category and possibly for any other crew, may be carried out at the absolute discretion of the Stewards of the meeting *ex officio* or following a protest or upon the decision of the Clerk of Course.

23. PROTESTS – APPEALS

23.1 All protests shall be lodged in accordance with Part XII of the NCR in the CAMS Manual of Motor Sport. They must be lodged in writing and handed to the Clerk of Course together with the appropriate fee which shall not be returned if the protest is judged unfounded.

23.2 If the protest requires the dismantling and the re-assembly of different parts of a vehicle, refer to Part II – Protests, Article 210 of the CAMS National Competition Rules (NCR) in the CAMS Manual of Motor Sport.

23.3 The competitors may lodge an appeal against decisions given, in accordance with Part XIII of the NCR in the CAMS Manual of Motor Sport.

24. CLASSIFICATIONS

The Clerk of Course bears the responsibility for timekeeping.

24.1 Penalties should be set for arriving late for the pre-event checks, according to the timetable drawn up by the organiser. Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

24.2 The crew with the lowest total shall be proclaimed the overall winner, the next lowest, second, and so on. The group and category results shall be determined on the same basis.

24.3 In the event of a dead heat, the crew which accomplished the best time for the 1st Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the 2nd, 3rd etc. Selective Sections shall be taken into consideration. Except for the Legs and Prologue where no Selective Section has been run, the winner will then be determined according to the order of starting numbers. This rule may be applied at any time during the Cross Country Rally.

For Bajas: dead heats shall be decided according to the times achieved in the Prologue, and then by the order of the numbers.

24.4 The official results of the Cross Country Rally shall be posted on the official notice board at the latest two hours after the last vehicle finishes.

25. PENALTIES

The penalties, including the fixed and variable penalties, provided for in the Supplementary Regulations must be indicated in an additional table identical to that featured in the standard regulations. Any failure to comply with these regulations where the penalties are not mentioned will be recorded in a report to the Clerk of Course, and the Stewards of the meeting will decide what penalty to impose.

... continued

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26. SUMMARY OF PENALTIES

	Article No.	C. of C.	Start Refused	Exclusion	Time Penalty	Monetary Penalty	Stewards' Discretion
Absence at Briefing	Art. 2					$ 50.00	
Crew change	Art.5.4			x			
Fraudulent or unsporting action by competing Crew Member or Service Crew	Art. 5.5	x		x			x
Vehicle not conforming to details on Entry Form	Art. 6.5		x				x
Absence of Driver's & Co-Driver's name on vehicle	Art. 7.4		x			$ 50.00	x
Reconnaissance	Art. 9.2	x		x			
Reporting late at Prologue or Start of Leg							
up to 30 mins					+1 min		
greater than 30 mins	Art. 8.5		x	x			
Road book not followed	Art. 9.1 & 9.6			x			x
Failure to respect Traffic Laws	Art. 10.1						
1st Offence						$ 100.00	
2nd Offence					1 hour		
3rd Offence				x			
Transport of vehicles	Art. 10.3			x			
Deliberate blocking of passage				x			
Preventing overtaking				x			
Not wearing seat belt	Art. 10.4			x			
Use of banned fuel	Art. 10.5			x			
Unauthorised assistance on a Leg	Art. 11			x			
Vehicle advertising	Art. 13.4						
1st Offence						$ 50.00	
2nd Offence						$ 100.00	
Loss of Time Card	Art. 14.1						x
Unauthorised modification of Time Card	Art. 14.2			x			x
Absence of Control Documentation or failure to hand in Time Card	Art. 14.4				x		x
Entering Control W.D. or re-entering a Control which has already been visited	Art. 15.3				30 min		x
Failure to obey an Official	Art. 15.6			x			x
Per minute early or late	Art. 16.8				1 min		
Compliance with Check-in Procedure	Art. 16.11			x			
Late time	Art. 16.12				x		
Missed Control	Art. 17.3				x		
Failure to wear seat belt	Art. 18.1			x			x
Driving in opposite direction on Selective Stage	Art. 18.2			x			x

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26. SUMMARY OF PENALTIES (continued)

(continued)	Article No.	C. of C.	Start Refused	Exclusion	Time Penalty	Monetary Penalty	Stewards' Discretion
Failing to start Selective within 20 Seconds	Art. 18.3				+2 mins		
Jump Start at Control	Art. 18.5				+1 min		x
Stopping between the Yellow Sign and the Stop Sign	Art. 18.6				+2 mins		
Outside assistance	Art. 18.7			x			
Refusing to start Selective Section	Art. 18.9			x			x
Infringement of *Parc Fermé* & Impound Regulations	Art. 21				1 hour		x
Vehicle failing to comply with Safety Regulations	Art. 22.4	x	x				
Responsibility / absence of Identification Marks	Art. 22.6			x			x
Tampering with the Identification Marks	Art. 22.7			x			
Person found responsible for the tampering	Art. 22.7			x		$ 1,000.00	

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