RALLY / ROAD

Rallysprint Standing Regulations

1. RALLYSPRINT

A Rallysprint is a road event competition held on closed or private roads of sealed* and/or unsealed surface/s. The course may comprise up to two separate lengths of road, each being no longer than 8km, and each length of road, comprising a section, may be traversed in both directions, making a maximum of four sections. Each section may be attempted a maximum of three times (ie, three runs on each section).

Competitors must start each section from a standing start under the vehicle's own motive force, and must complete the section in a reasonable time, as determined by the Clerk of Course, his nominee or as specified in the Supplementary Regulations without assistance from other vehicles.

Any road which is normally open to the public and which is defined as a "highway" or "public road" by the State authorities, shall necessarily be legally closed for the duration of the event, and to the extent that it ceases to be a highway/public road for the period of closure.

* **Note:** refer also to Art. 1.40 of the National Rally Code.

2. DETERMINATION OF RESULTS

The winner of the competition shall be the competitor who achieves the lowest aggregate elapsed time.

The aggregate elapsed time shall be calculated by adding together the competitor's results from all sections (inclusive of penalties), with the exception of the competitor's worst result on each section.

A "worst result" may include where a competitor elects not to, or fails to, complete a section.

3. COMPETITORS' BRIEFING

A meeting of competitors and drivers shall be called by the organisers prior to the commencement of practice/competition to elucidate regulations, allot starting times etc.

4. RE-RUN

A competitor may request a re-run for reasons of force majeure. Such request may be approved by the Clerk of Course, who may also grant, in his sole discretion and for reasons which he deems sufficient, re-runs.

5. NUMBER IN VEHICLE

The crew may consist of one or two persons. The Supplementary Regulations for the event must specify the number in the crew. If the Regulations provide for two in the crew one shall be nominated as the driver, who must drive the vehicle throughout the competition and one the co-driver. Co-drivers will not be required to compete in the same vehicle throughout the event.

6. CREW ELIGIBILITY

6.1 All crew members must possess at least a CAMS National Rally Licence; refer "General Regulations of CAMS" in the CAMS Manual of Motor Sport – General Regulations of CAMS.

6.2 The minimum age for drivers and co-drivers in Rallysprints is 14 years.

6.3 A competitor may only enter once, in each event, as a driver.

7. HELMETS AND CLOTHING

7.1 No person may compete in a Rallysprint unless wearing apparel of non flammable material covering the body from ankles, to neck, to wrists, together with socks and shoes or boots and an approved helmet.

7.2 No person may compete in a Rallysprint in an open vehicle unless wearing approved goggles or visors. See Schedule D – Apparel (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

8. VEHICLES

8.1 Supplementary Regulations shall specify the eligibility requirements, including the following:

(i) whether the competition will be limited to two and/or four wheel drive vehicles and, if required, appropriate class divisions.

(ii) whether there will be classes based on vehicle type and/or engine capacity, and if required, appropriate class divisions.

8.2 In all Rallysprint events, the following minimum requirements shall be met:

(i) a fire extinguisher complying with Schedule R, paragraph 10 (refer "General Requirements for Cars and

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Drivers"), being completely filled at the commencement of each run. The fire extinguisher is to be properly fitted in the passenger compartment;

(ii) an effective silencer shall be fitted at all times and noise emissions shall not exceed maximum levels, as determined by CAMS from time to time;

(iii) the use of studded or spiked tyres is prohibited, unless on snow, otherwise tyres are free;

(iv) mudflaps of stout material must be fitted behind all driving wheels and in the case of front wheel drive vehicles, all four wheels. They must be no closer than 50mm to, and no further than 100mm from the ground, must mask the full width of the tyre when viewed from behind, and be within 300mm of the tyre. The vehicle must comply with these requirements when it is presented in "ready to start" condition;

(v) roll over protection as specified in Schedule J (refer "General Requirements for Cars and Drivers") shall be fitted to vehicles competing in Rallysprints at multi-club level and above;

(vi) a Type A or B full harness seat belt complying with Schedule I (refer "General Requirements for Cars and Drivers") is to be fitted for each crew member;

(vii) two reflective safety triangles must be carried in the vehicle, mounted in the driving compartment, such that retrieval is quick.

9. VEHICLE CHANGES

A driver must use the one and same vehicle throughout the event.

10. SCRUTINEERING

10.1 The Clerk of Course or his nominee may examine any vehicle:

(i) all competing vehicles shall be scrutineered, for safety and eligibility before the start of the event. Unsafe and/or ineligible vehicles must be corrected before being allowed to start;

(ii) any vehicle may be re-examined during the events for safety and noise. At any time, the Clerk of Course may order the withdrawal of, or the correction of defects in, a vehicle which in his opinion is unsafe, or does not comply with noise requirements as laid down by the relevant State Council;

(iii) any vehicle may be examined after the events for eligibility.

10.2 The conditions of any formal examination or scrutiny must be notified to competitors in Supplementary Regulations.

10.3 Failure to comply with requirements for vehicle examinations shall necessarily incur exclusion.

11. COURSE DEFINITION

11.1 The course shall be on roads closed to the public, or on private property and may be sealed and/or unsealed. The course may be defined by a route chart showing cumulative and intermediate distances and tulip diagrams. Where appropriate, changes in surface type shall be included in the route chart. Each driver is to be allowed to traverse the course in a vehicle at non-competitive speeds, in both directions where appropriate, before the start of practice or competition. In all cases, it is the crew's responsibility to ensure that the correct course is followed.

11.2 All changes in course direction shall be indicated, on the course, by the use of appropriate arrows.

11.3 The finishing point of each section is to be clearly defined to ensure that all competitors immediately recognise its location during competition. The method of indicating the finishing point is to be clearly described in Supplementary Regulations and included in route charts (if any) as a specific instruction. The finish location must be marked by at least one flying finish board, refer Sign #4, Appendix B, National Rally Code.

11.4 Where part of the course is to be used in opposing directions, the Clerk of Course or his nominee is to ensure that all relevant competitors have completed the section and the road is clear and safe prior to any competitor being permitted to start.

11.5 Sections, other than when those sections are being run in opposing directions, must not use portions of road common to any other section.

12. TIMING

12.1 Because of the relatively short distances involved and the closeness of the competition, timing of rallysprints is of paramount importance.

12.2 Rallysprints may be timed to a minimum resolution of one tenth of one second. It is strongly recommended that fully automatic timing systems be used.

12.3 The timing system should ideally provide for redundancy to prevent the possibility of mis-timing which may result in a competitor receiving a re-run.

12.4 Supplementary Regulations must specify the timing system to be used.

13. PRACTICE AND PACENOTING

The Supplementary Regulations may allow competitors, on the day of the event only, to practice and/or prepare pacenotes on all or part of the course. All practice sessions are to be arranged and controlled by the event organisers. All competitors wishing to make use of the practice sessions must be given equal opportunity to do so.

14. MEDICAL REQUIREMENTS

14.1 A properly equipped ambulance, provided by either the State-recognised service or alternatively by a

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voluntary medical service organisation (eg, St John) or an equivalently equipped industrial ambulance. Attendant fully qualified first-aid staff to accompany such unit

OR

The official CAMS medical kit or a kit equivalently equipped together with a station wagon with not less than two metres of unobstructed floor space equipped with a stretcher. Attendant staff shall be either a doctor or an ambulance officer of the State-recognised service.

14.2 At no Rallysprint may practice or competition commence unless the specified medical requirements are in attendance. If at any Rallysprint, the minimum ambulance or medical service vehicle requirements or medical personnel are no longer present then competition in the event must be suspended until a specified vehicle and personnel are available.

15. PENALTIES

15.1 Crew performance shall be reported to the Clerk of Course by officials. The Clerk of Course shall apply any penalties required to be imposed by the regulations.

15.2 Competitors (the entrant) and/or drivers, crew who have been found to have committed any of the following offences shall be liable to exclusion and/or other penalties provided for in the NCR of CAMS by the Stewards, viz:

(i) observed wilful interference with public and/or private property;
(ii) dangerous driving, and/or driving under the influence of alcohol;
(iii) consumption of alcoholic liquor by any crew member during the running of the event;
(iv) falsification of any material on the road card;
(v) deliberate obstruction of competitors or officials;
(vi) failure to comply with eligibility requirements;
(vii) wilful interference with posted course markers;
(viii) travelling on a section in a direction opposed to that prescribed;
(ix) starting a section with a defective exhaust;
(x) failing to follow the prescribed course;
(xi) failing to start a section from a standing start by means other than under the vehicle's own motive force.

15.3 Competitors who have been found to have committed any of the following offences will be liable to the following General Scale of Penalties, which will be applied by the Clerk of Course:

(i) early departure at the start of a section: one minute per second or part thereof;
(ii) loss of road card: 10 minutes;
(iii) failure to obey a reasonable instruction of an official: 10 minutes;
(iv) breaches of regulations not covered elsewhere: as determined by the Stewards.

16. COMMUNICATIONS

The organisers must establish reliable communication networks between the start and finish points; it is highly recommended that radio and/or flag points be located at approximately one kilometre intervals around the course. The purpose of flag points shall be to provide prior warning to competing vehicles of a problem ahead by way of display of a yellow flag (eg, a competing vehicle is stopped on the course) or the display of a red flag (when authorised by the Clerk of Course) to terminate a competitor's run (eg, the course is totally blocked).

17. SPECTATORS

17.1 Where members of the public have access to the venue, sufficient car parking facilities preferably of the off-road type, must be available. At all times, an access road to the venue must be kept free of traffic congestion.

17.2 The organisers must appoint sufficient spectator marshals, who shall have no other duties. The organisers must provide safe, enclosed spectator areas with adequate access not incorporating the course and must ensure spectators are kept a reasonable distance from the course.

17.3 All access roads on to the course are to be physically blocked to prevent the entry of unauthorised vehicles on to the course.

17.4 The organisers shall comply with the CAMS Spectator Control Procedures and each spectator location shall be specifically considered and approved by the Checker.

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