RALLY / ROAD

National Rally Code

This code applies to all rallies conducted in Australia, unless specific exemption is authorised by the Board. Organisers may apply to the Australian Rally Commission Secretariat prior to the issue of the Supplementary Regulations through the permit issuing authority for approval to vary specific provisions under certain circumstances. In considering such applications, CAMS will take into account the need to abide by the spirit of the code.

In general, Australian Rally Championship events are conducted under the provisions of the "Australian Rally Championship Regulations" (ARC). Where ARC Regulations and the National Rally Code differ, the ARC Regulations take precedence.

Australian Rally Championship events may also be conducted under the FIA Championship Rally provisions. This must be specified in the Supplementary Regulations. Where FIA Championship regulations are specified, there may be instances where they conflict with the ARC Regulations and/or the National Rally Code. In these circumstances, the FIA Championship Regulations take precedence over ARC Regulations and the National Rally Code, in that order.

I. DEFINITIONS – RALLY

Terms other than those defined below may be defined in the Australian Rally Championship Regulations, so these regulations should also be consulted where relevant.

1.1 **Allowable time:** A potential time penalty which is not imposed by the Clerk of Course for good and sufficient reason, eg, compassionate allowance, *force majeure*.

1.2 **Briefing:** A meeting for competitors and/or officials which may be called by the organisers to elucidate regulations, allot starting time etc.

1.3 **Checker:** A person appointed to check and traverse the intended route prior to the event and compare it with the route instructions to be issued to crews, to point out any errors or ambiguities to the Clerk of Course of the event for rectification, and to ensure that the route is fair, passable, safe and in accord with current regulations and best practices. The Checker may also have authority to check and oversee organisational aspects of the event. (The specific authority of the Checker is available from each State Office.)

1.4 **Competitive section:** A section on which crews are expected to follow a prescribed course and are subject to time penalties.

Competitive sections may be of the following types:

(i) **Special stage:** A route charted competitive section on which the time taken to complete the section, to the second, is applied as a penalty. Special Stages may only be used following approval by the relevant State Council.

(ii) **Road section:** A route charted competitive section on which the time taken in excess of the time allowed, in increments of not less than one second, is applied as a penalty.

(iii) **Navigation section:** A competitive section where the route instructions are not fully in the form of a route chart and on which the time taken in excess of the time allowed, in increments of not less than one second, is applied as a penalty.

(iv) **Average speed section:** A competitive section where crews are required to observe nominated average speed or speeds along a specified route. The following types of average speed section may be used:

(a) **Overall average speed:** Time is checked only at the major controls at each end of the section. Passage controls are used only as route checks and not for timing. Time allowed is calculated as a function of the required average speed and official distance.

(b) **Maintained speed section:** Time is checked at all controls which are set up for the section. The set average speed is to be maintained between each successive pair of controls whether they be passage or major.

(c) **Maximum permitted maintained speed section:** A form of maintained speed section where an upper limit is set for the maintained speed. Time allowed for the section is specified directly and such specified time allowed must be at least two minutes longer than the time calculated from the maintained speed.

Note: Timing increments of less than one minute may be used only following approval by the relevant State Council.

1.5 **Control:** A defined, marked area manned by persons known as Control Officials where relevant data of each vehicle's performance are recorded.

(i) **Major control:** A control of one of the following types located at the start or finish of a section:

(a) **Start control:** A major control at the start of a competitive section (finish of a transport section).

(b) **Finish control:** A major control at the finish of a competitive section (start of a transport section).

(c) **Transport control:** A major control between two consecutive transport sections or at the start or finish of a division.

(d) **Competitive control:** A major control between two consecutive competitive sections. Such controls cannot

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be used on special stage rallies.

(ii) **Passage control:** A control located between major controls to verify observance of the specified route and/or compliance with the Regulations.

(iii) **"Enter on sight" control:** A finish, competitive or passage control on a maintained speed section.

1.6 Control card: The duplicate record of all crews' performances at each control which is retained by the control official.

1.7 Control official/s: The person/s manning a control for the purpose of recording data relevant to the performance of crews and relaying instructions to crews. A control official is a "Judge of Fact" with respect to matters relating to any performance of a vehicle and/or crew occurring within the vicinity of his control.

1.8 Co-ordinator: An official who may be appointed by a relevant State Council whose duties include the maintenance of route records for past events, advising on organisation aspects, and liaison with municipal authorities, Government bodies etc. The co-ordinator may have overall responsibility or may be restricted to specific matters by the relevant State Council.

1.9 Crew: (Refer NCR 44 and 45.) Those people nominated by the Competitor (formerly Entrant) and accepted by the organisers to compete in the entered vehicle.

1.10 Division: A selected group of consecutive sections for which a late time limit is usually set.

1.11 Finisher: A crew which finishes an event and so becomes eligible for appropriate placings and awards. To qualify as a finisher a crew with vehicle must:

(i) report to the major control at the finish of every division; and

(ii) complete at least 50% of the sections in every division in accordance with Regulation 3.5 (iv); and

(iii) not suffer an exclusion penalty.

1.12 Late time: The cumulative period of time by which a crew is late (ie, exceeds the scheduled times allowed and target times) at major controls in a division calculated from the beginning of the division, excluding time held in control and all allowable time.

1.13 Observation: Information to be collected by crews at a specified via location or route instruction. Observations must not be used in Special Stage Rallies.

1.14 Observer: An official who records the passage of crews on the specified route of a Special Stage.

1.15 Official maps: Those maps specified by the organisers as being necessary for interpretation of route instructions and other directions.

1.16 Official time: The time shown by the timepiece of a designated official of the event which should normally be as close as possible to the standard time used in the State in which the event is held.

1.17 Permit: Document issued by CAMS by which CAMS' permission to conduct an event is confirmed.

1.18 Private property: Land is deemed to be private property if some person/s or body is liable to pay rates and taxes to a municipal authority in respect of that land. This shall include Crown land, leased land, reserved land and land leased to institutions and semi-government instrumentalities.

1.19 Quiet zone: Part of a transport section where vehicles must travel so as to be as inconspicuous as possible and not draw the attention of, or create any nuisance to, the public.

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

1.21 Road rally: An event intended primarily to test the skill of the crew and the reliability of the vehicle consisting mainly of road sections and transport sections (see also Regulations 1.25 and 1.30).

1.22 Route instructions: Data issued to crews defining the course, which may be in one or more of the following forms:

(i) **Route chart:** A listing of consecutive odometer readings with corresponding instructions using:

(a) cumulative distance - odometer readings representing the distance between the start of the route chart and the relevant instructions, and/or

(b) intermediate distances - odometer readings representing the distance between consecutive instructions.

(ii) **Tulip diagram:** A diagrammatic representation of the location at an appropriate odometer reading which shall appear in an area generally not less than 20mm x 26mm and which would normally show:

(a) the route to be followed, by arrows or other suitable symbols as per the Standard Tulip Information table;

(b) the entry direction vertically upwards;

(c) the relative width of roads by the thickness of the lines in the diagram;

(d) significant lesser quality roads or transfers from sealed to gravel roads (or vice versa) by use of dotted lines;

(e) the location of hazards, signposts, course markers and controls; and

(f) the degree of any hazard by the use of exclamation marks (!).

(iii) **Strip chart:** A diagrammatic representation where the required course is shown as the centre trunk of the chart and other roads are shown as branches. The distance between successive branches must be indicated unless the chart represents only mapped roads.

(iv) **Map references:** A list of grid references or obvious mapped features either as via points or out-of-bounds locations.

1.23 Section: The portion of the route between two successive major controls.

1.24 Shortest mapped route:

(i) Shortest mapped route point to point: that route which derives from travelling the shortest mapped route between each successive specified location of a section in turn in the order listed in route instructions without

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using any portion of the section in opposing directions and with no single location so specified to be visited more than once.

(ii) Shortest mapped route overall: that mapped route which is shortest from start to finish of a section and which passes through all given specified locations without using any portion of the route in opposing directions. Specified locations will not necessarily be passed through in the same order as that given in route instructions.

1.25 Special stage rally: An event intended primarily to test the skill of the crew and the capabilities of the vehicle. It consists of several special stages each necessarily followed by a transport section (see also Regulations 1.4, 1.21 and 1.30).

1.26 Target time: The time limit, not requiring an average speed greater than 60 km/h, for a crew to complete a special stage without any loss of late time.

1.27 Team: A group of vehicles and/or crews which may be required to satisfy special conditions to qualify for awards as specified by Supplementary Regulations.

1.28 Time allowed: The time specified for completion of a section other than a special stage.

Unless specific permission is obtained from the relevant State Council, no section may be set which requires an average speed greater than 90 km/h in de-restricted areas and/or 40 km/h in built-up areas and quiet zones.

1.29 Transport section: A section with minimal driving and navigational demands designed to take vehicles to the start of the next section in a non-competitive fashion.

1.30 Trial: An event intended primarily to test the navigation skills of the crew, consisting of transport sections, navigation sections, average speed sections and/or road sections (see also Regulations 1.21 and 1.25).

1.31 Via: A feature or location en route explicitly specified in route instructions, by either map reference or route chart, through which crews are required to pass and at which they may be required to report or make observations.

1.32 Maximum penalty: The maximum penalty is the maximum time (expressed as points) which may be lost on a special stage.

1.33 "A to A" timing: A system of timing and control procedures which, if used, is subject to the following conditions:

Type (status of event):

(i) **International:** As per the FIA Regulations and Supplementary Regulations for each event.

(ii) **Australian Rally Championship Super Series and non-International ARC (Manufacturers) events:** As per the ARC Sporting Regulations, the National Rally Code and its Appendices (A-E).

(iii) **Other events using A to A timing:** The National Rally Code and its Appendices (A-E).

Articles 1.23, 3.9, 4.2, 4.4, 4.5, 4.6, 4.7, 5.2(iii) (a)-(g) and 5.3 from the National Rally Code are not utilised.

In the "Authority" for the event in the Supplementary Regulations, the rally is to be referred to as "using A to A timing as per National Rally Code 1.33".

1.34 Introductory rally: An Introductory Rally is a timed road event which complies with the following criteria;

(i) maximum duration of four hours,

(ii) timing is to the whole minute, using target time, not elapsed time,

(iii) no reconnaissance is permitted,

(iv) the event is not part of any series or championship, except for the club championship of the organising club,

(v) the maximum number of entries is 40, and

(vi) the State Manager has approved the status of "Introductory Rally" in accordance with the above criteria."

1.35 Meeting: A rally event incorporating more than one status of competition, or more than one vehicle eligibility criteria, shall be considered a "meeting" under the provisions of NCR 15.

1.36 Competition: Where an event consists of multiple parts with separate results or heats, each one shall be considered to be a competition for the purposes of NCR 169(x).

1.37 Piggyback competition: A competition of different status or eligibility criteria to that of the main competition.

1.38 Heat: In the case where a single event has two or more parts with separate results, which combine to determine the results of the event, each component of the event shall be considered a "heat."

1.39 Bulletins: Further regulations issued after the publication of Supplementary Regulations may be in the form of dated and sequentially numbered bulletins. Bulletins must be approved by CAMS prior to the commencement of the event or by the panel of Stewards thereafter. These bulletins will then form an integral part of the Event Supplementary Regulations. They must be posted on the Official Notice Board and must also be issued to each competitor, who must acknowledge receipt by signature, unless this is physically impossible, ie, during the running of the event.

1.40 Tarmac Rally: A rally event which includes 10km or more of total special stage distance on tarmac. 'Tarmac' is a surface that is sealed with either bitumen or concrete or other similar material. The stages which are exclusively tarmac stages shall be run under the Tarmac Rally Standing Regulations. Where more than 25% of total special stage distance is on a tarmac surface the complete rally shall run to the Tarmac Rally Standing Regulations.

1.41 Positive Tracking: Requires that the passage of every car past each SOS point is reported to the person who is responsible for monitoring the tracking of cars; this can be someone at the start or finish of each Stage or someone in rally headquarters.

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No frequency of reporting is set however it would be expected that where the interval between cars is two minutes then this would be the report interval. If the interval is less than two minutes this would be the maximum acceptable time and ideally reporting should be at least every minute.

1.42 Non-Special Stage Rally: A rally/trial of a type run in accordance with the provisions of the National Rally Code that is not defined as, or include, a 'Special Stage' or 'Targa Stage' or which would be defined as a Touring Road Event, Rallysprint or Touring Assembly.

2. ELIGIBILITY AND ENTRY

2.1 Competition licences:

(i) For licence requirements for drivers, co-drivers and navigators refer to "General Regulations of CAMS" in the CAMS Manual of Motor Sport – General Regulations of CAMS.

(ii) **Competitor licences -** refer "General Regulations of CAMS".

(iii) (a) Drivers and co-drivers must possess current and valid civil driving licences issued by appropriate civil authorities which permit driving on public roads without the need for supervision, except as provided below in (b) and (c).

Such driving licences must be presented to the organisers at pre-event documentation and upon request.

(b) The requirement for a civil drivers licence does not apply to any co-driver holding a National Rally Navigator licence, or other crew member who does not intend to drive at any time during the event. Any crew member who does not present a valid civil driving licence at the pre-event documentation check (including those holding a Navigator licence) is required to sign a declaration to the effect that they will not drive the car during the event. Should they subsequently do so, that car will be deemed to have been withdrawn from the event and the driver will be subject to an additional penalty, to be determined by the Stewards.

(c) The participation of learner drivers in road events may be permitted on a case-by-case basis where the individuals satisfy ARCom they have met all of the following requirements:

- have an extensive record of participation in another discipline of motor sport;
- can demonstrate a high-level of competence in car control;
- will be accompanied by a co-driver with at least five years' road driving and also five years' rally competition experience;
- meet all other CAMS and civil requirements for licensing (such as lecture, OLT and obtaining a civil Learner's Permit).

ARCom's written permission and the Learner's Permit must be presented and checked at scrutiny/documentation prior to participation in the event by that person.

(iv) The minimum age for a driver, co-driver or navigator in road events subject to Article 2.1(iii) is as follows:

12 years	**Touring Road Events that do not involve closed road sections and/or speed events**
14 years	**Other Touring Road Events**
	Introductory Rallies
	Non-Special Stage Rallies
	Rallysprints
16 years	**For all other rallies, including special stage and targa events.**

Note: Nothwithstanding these minimum ages, upon application ARCom may grant dispensation for rally licence holders as at 30 September 2005 to continue to compete. ARCom's written dispensation must be presented and checked at scrutiny/documentation prior to participation in the event by that person.

2.2 Vehicle: Vehicles, to be eligible, must comply with the Requirements for all Rally Cars as well as the specific regulations relevant to the status of the event; see Regulations in this Section.

In other than ARC Super Series and Manufacturers' Championship events, Historic and Classic Rally Cars (as per the CAMS Manual of Motor Sport) may run within the field in seeded order.

For ARC Super Series and Manufacturers' Championship events, Historic Rally Cars or Classic Rally Cars (as per the CAMS Manual of Motor Sport) may run within the field in seeded order or as a piggyback competition and if so shall run with a suitable gap and as a unique seeded group.

Competitors, competing as outlined, should have the word "CLASSIC" as appropriate placed on their vehicles on the door plate, and that all guidelines in respect of this be as per ARC Sporting Regulations 13(v).

Where Off Road 4WD vehicles are permitted to compete they must run as a unique seeded group at the rear of the field with a suitable gap. These vehicles are not eligible to score points in any CAMS-recognised rally series.

2.3 Capacity classes: Where vehicle class prizes are to be awarded, such vehicle classes must be:

Class P1	PRC	**up to 1400cc**
Class P2	PRC	**over 1400cc, up to and including 1600cc**
Class P3	PRC	**over 1600cc, up to and including 2000cc**

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Class P4	PRC	2WD over 2000cc
Class P5	PRC	four-wheel drive, over 2000cc (not meeting the requirements of Class P6)
Class P6	PRC	four-wheel drive, models first manufactured prior to 1 January, 1991, and appearing on a list of 4WD cars, regardless of the date of manufacture, contained in the current Group 3C - PRC Rally Cars regulations.
Class NI	FIA	Group N up to 1400cc
Class N2	FIA	Group N over 1400cc, up to and including 1600cc
Class N3	FIA	Group N over 1600cc, up to and including 2000cc
Class N4	FIA	Group N over 2000cc

Classes may be combined, but not further sub-divided.

2.4 Signs on cars:

(i) Signs and advertising will be allowed on vehicles in accordance with Schedules K and R (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport), unless specifically varied in Supplementary Regulations. The requirements of NCR 155 must be observed.

(ii) Vehicles must not display competition numbers other than those specified and provided by an event's organisers. Such numbers must be removed or covered immediately the event is concluded. This shall not apply to cars while they are displayed in showrooms or other trade promotions held away from public roads.

2.5 Scrutiny:

(i) Scrutineers may examine any participating vehicle:

(a) before events: for safety and eligibility, including noise;

(b) during events: for safety and noise. At any time they may order the withdrawal of, or the correction of nominated defects in, any vehicle which in their opinion is not safe or does not comply with noise requirements; and

(c) after events: for eligibility.

(ii) The conditions of any pre- and post-event examination or scrutiny must be indicated to competitors in Supplementary Regulations and/or Further Instructions.

(iii) Failure to comply with the eligibility requirements of Supplementary Regulations and/or Further Instructions shall result in exclusion.

(iv) If, as a result of protest, it is necessary to determine a vehicle's eligibility, the stewards or scrutineers may impound the vehicle for inspection.

(v) Each State Council may specify additional scrutiny conditions or amplify the clauses herein.

2.6 Competitor grading:

(i) The National or State Councils may publish lists of classified or graded crew members in accordance with the grades outlined below.

(ii) The organisers may use gradings to distinguish between crew members for various purposes in any event, eg, awarding prizes, restriction of entry or allocation to groups for starting order. In the absence of a formal grading the organisers may decide a temporary grading, subject only to appeal to the relevant State Council.

(iii) The following grades shall apply:

(a) **CAMS Priority Rally Driver:** The criteria for CAMS Priority Rally Driver are specified in the ARC Sporting Regulations.

This grading shall apply for all Australian Rally Championship events.

(b) **Grade 1 or State Classified:** The most experienced and successful crew members, who will be so classified by and on the basis of criteria laid down by the relevant State Council.

(c) **Grade 2 or State Recognised:** Crew members who may have been successful at least in State level events but who are not Grade 1 and who meet criteria which may be specified by the relevant State Council.

(d) **Grade 3 or State Clubman:** Crew members whose performances are not of the standard required for Grade 2 but who no longer qualify for Grade 4 and who meet criteria specified by the relevant State Council.

(e) **Grade 4 or State Novice:** Crew members otherwise unclassified.

2.7 Number in car:

(i) No vehicle shall carry more persons than the legal capacity of the vehicle.

(ii) The crew must consist of at least two persons, with not more than two persons occupying the front seating compartment at any time. One person in the crew shall be designated the driver and one the navigator (in special stage events, the co-driver).

(iii) The same crew shall be required to compete throughout the event, save in the case of a three- or four-man crew when one or two members respectively may retire without replacement.

(iv) The only persons permitted to ride in any car shall be those nominated on the entry form, except in cases where personal assistance is being provided for compassionate reasons.

2.8 Insurance:

(i) Competitors and crews shall be deemed to agree to comply with whatever insurance requirements may be laid down by CAMS.

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(ii) Competitors are reminded that normal comprehensive policies may not cover the car whilst engaged in competition; similarly many life assurance policies are invalidated during the course of the event. Third-party insurance policies for Queensland registered cars require an extension for motor sport, which is available from the insurers concerned.

2.9 Entries:

(i) The official trial and rally entry form (or one otherwise approved by the permit issuing authority) must be used for all multi-club and above level events, and is recommended for all others.

(ii) Entries shall be valid only if made on the event entry form which must be properly and fully completed, accompanied by the appropriate fee and received by the organisers in accordance with the conditions laid down in the Supplementary Regulations and/or the NCR.

(iii) The organisers and promoters will bear no responsibility for any entry form or fee lost, delayed or mislaid in the mail.

(iv) There may be only one closing date for entries, but it is permissible to offer concessional entry fees for entries received prior to a specified date, earlier than the closing date.

(v) Each State Council may specify the maximum number of entries that may be accepted for any or all types of events. Supplementary Regulations may also restrict the number of entries.

2.10 Teams: Where a teams' prize/s is to be awarded:

(i) Competing teams must be nominated at some time prior to the start.

(ii) The organisers may group any vehicles not nominated in accordance with 2.10(i) into a team prior to the start of an event.

(iii) Crews may be members of one team only for each team award.

(iv) To be eligible for a teams' prize all cars in that team must be classified as "finishers" in the event.

2.11 Starting and running order:

(i) Supplementary Regulations must state the method of establishing the starting order of vehicles, eg, by ballot, in order of receipt of entries, seeding, prologue etc.

(ii) Where a ballot is used, there should be a separate ballot for each grade in order to ensure that higher graded crews start the first non-assembly section before lower graded crews.

(iii) Conditional entries, if and when they are finally accepted, shall retain their "reserve" competition numbers and shall start from the back of the field or, if the starting order is grouped according to grades, from the back of their respective grades.

(iv) The organisers may, at division ends or at other suitable major controls, dispatch cars in ascending order of penalty, provided this has been provided for in Supplementary Regulations.

(v) The organisers may hold crews at any major control for such period as deemed necessary so as to close up or spread out the field, or re-arrange the event schedule.

(vi) Should organisers wish to impose a penalty for late arrival at the start, there must be provision made for competitors to book in at the relevant time. Where Supplementary Regulations do not specifically provide any penalty for late arrival at the start, any competitors not being present at their due starting time shall be booked out at that due time, and suffer the penalty prescribed in Regulation 5.2(iii)(n).

3. COMPETITOR INSTRUCTIONS

3.1 Route instructions:

(i) Route Instructions may be issued at any control. Where late time limits apply, the location of all major controls in a division shall be issued at or prior to the start of that division.

(ii) Route instructions must be issued at least two minutes prior to each crew's departure time from major controls at which instructions are issued.

(iii) Where route instructions for a group or groups of sections are issued simultaneously, the pages issued must be sequentially numbered and the number of pages to be issued must be nominated in those instructions. It is the responsibility of crews to obtain such documents and no allowances will be made should a competitor neglect to obtain route instructions, parts thereof, or road card.

(iv) Should it be required that crews leave a control in a specific direction, that instruction must be first amongst the "via" instructions for that section.

(v) Route instructions containing "Caution" or "Proceed with Caution" instructions must also describe the relevant hazard.

(vi) In special stage rallies each section's instructions must commence on a new page. The boxes containing tulips for special stages must be shaded (not the column containing instructions). A summary of all stages including distance, times, scheduled start times and service availability shall appear on the first page.

(vii) In route charts for special stages:

(a) There must be at least five columns showing in order from left to right:

- cumulative distance from stage start;
- intermediate distance from previous instruction;
- tulip diagram;
- instruction including comments, advice and signposts data; and
- distance to stage end.

(b) Instructions closer together than 100m should be combined in one instruction and tulip in the form of "TR then 50m KR".

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(c) Signs should be shown exactly as they actually appear. Signpost data which refer to other than the correct direction should be shown in brackets or barred through.

(viii) The route instructions for each section should list division number, section number, section name (if any), map name, control location, section distance, time allowed or target time and, if applicable, distance to the next service break, any refuel and meal break information, details of service availability and time allowed for service.

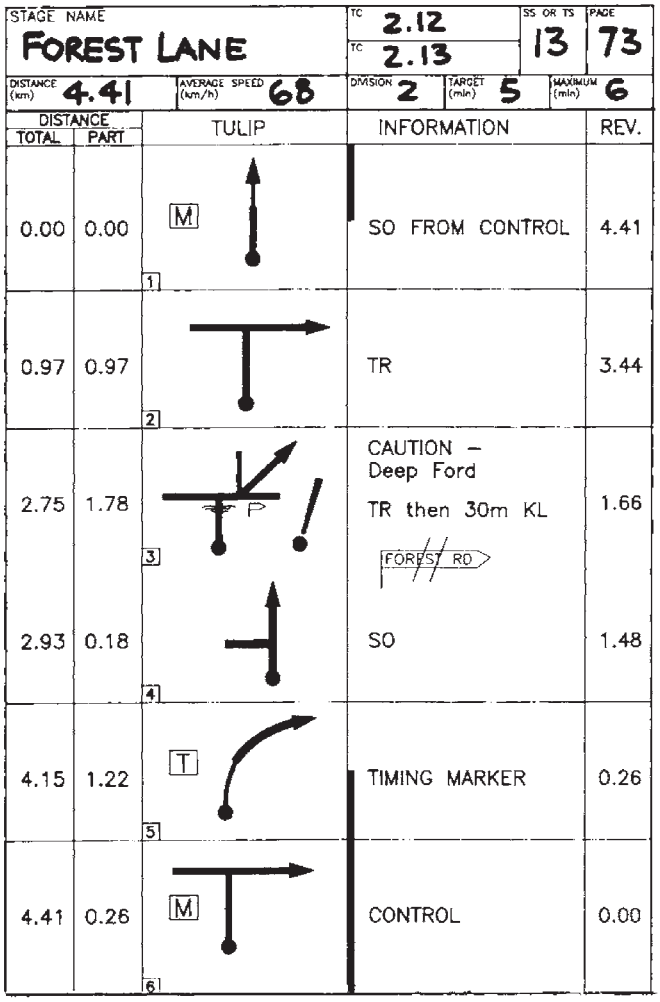
(ix) Where a section extends on to more than one page, all pages should show division and section identification at the top, and each page of the road book is to be sequentially numbered for each leg.

In special stage rallies, tulips are to be sequentially numbered for each stage.

(x) All entry forms shall use the standard CAMS rally disclaimer available from *www.cams.com.au*.

(xi) In special stage rallies all crews will receive a road book containing a detailed description of the compulsory route which has to be followed. Any deviation from this route will be reported to the Stewards who may impose a penalty up to exclusion. Crews must keep exactly to the route set out in the Road Book, without leaving the defined road or service park unless the Stewards decide there is a case for *force majeure*.

3.2 Cautions:



STAGE NAME		TC	SS OR TS	PAGE
FOREST LANE		2.12 / 2.13	13	73

DISTANCE (km)	AVERAGE SPEED (km/h)	DIVISION	TARGET (min)	MAXIMUM (min)
4.41	68	2	5	6

DISTANCE TOTAL	DISTANCE PART	TULIP	INFORMATION	REV.
0.00	0.00	M (1)	SO FROM CONTROL	4.41
0.97	0.97	(2)	TR	3.44
2.75	1.78	P ! (3)	CAUTION – Deep Ford TR then 30m KL FOREST RD	1.66
2.93	0.18	(4)	SO	1.48
4.15	1.22	T (5)	TIMING MARKER	0.26
4.41	0.26	M (6)	CONTROL	0.00

(i) Wherever the word "caution" is used in an instruction, its degree must be indicated by the use of exclamation marks.

(ii) One exclamation mark (!) indicates a hazard where no significant reduction in speed is required but where difficulty might be encountered if crews were unaware of the hazard. It is not necessary to use the instruction "caution" with this indication.

(iii) Two exclamation marks (!!) indicate a situation where damage to a vehicle or crew could result from negotiating the hazard at speed. This indication will normally be used in conjunction with the instruction "caution".

(iv) Three exclamation marks (!!!) indicates a severe hazard which cannot be negotiated without a significant reduction in speed. This indication will normally be used in conjunction with the instruction "extreme caution".

(v) Whenever exclamation marks are used in a diagram, the instruction must describe the hazard.

(vi) Whenever two or three exclamation marks are used in the instructions the hazard must be marked on the course by caution boards displaying the same symbols.*

***Note:** For events which have previously used 'care/caution/danger' there will be 12 months' dispensation, and those events will be required to comply from 1 January 2008.

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3.3 Abbreviations: The following abbreviations taken in context, and no others, may be used in route instructions:

BL	Bear left	**N**	North	**THR**	Turn hard right
BR	Bear right	**RBR**	Road bends right	**TJ**	"Tee" junction
E	East	**RBL**	Road bends left	**TL**	Turn left
FMR	Follow main road	**RD**	Road	**TR**	Turn right
FMT	Follow main track	**RGR**	Road goes right	**TVHL**	Turn very hard left
GR	Grid reference	**RGL**	Road goes left	**TVHR**	Turn very hard right
KL	Keep left	**RJ**	Road junction	**UM**	Unmapped
km	Kilometre	**S**	South	**W**	West
km/h	Kilometre per hour	**SO**	Straight on	**XR**	Cross road
KR	Keep right	**SP**	Signpost		
MPMS	Maximum permitted maintained speed	**THL**	Turn hard left		

Notes:

(i) "Caution", "Proceed with Caution", "Out of Bounds", "End of Section" and "Railway Crossing" should not be abbreviated.

(ii) "Keep" implies continuing on the same road or a road of similar character. "Bear" (R or L) requires leaving the original road to travel along another, usually at a fork, or a junction of less than 90°. The use of the word "Veer" as an instruction is not permitted.

3.4 Maps:

(i) The official maps for an event must either be nominated and fully identified in Supplementary Regulations or Further Regulations or be supplied by the organisers of the event.

(ii) For the purposes of an event all places, intersections, roads and other features named or described in route instructions will be deemed to exist as shown on the official maps regardless of their existence or otherwise in fact.

(iii) If points which appear on more than one official map are named or described in route instructions then the intended map must be expressly identified for these points.

(iv) Organisers will not be responsible for any inaccuracies or omissions on maps.

(v) Where route instructions seek to specify any point on a map, then that point must be specified with respect to features which are identifiable on that map, eg,

(a) *"Creek Crossing GR731028"*, not merely *"GR731028"*

(b) *"RD400 metres N of RJ GR675504"*, not *"GR675508"*.

(vi) If road junctions, re-alignments, unmapped roads and similar navigational hazards are located such that they are not more than 2mm apart on the map, or using the scale of the map an equivalent distance on the ground, some identification or clarification of the direction intended to be taken must be given (eg, 2mm for a 1:100,000 map equals 200 metres, 2mm for a 1:250,000 map equals 500 metres).

(vii) On maps using grids in excess of 25mm square, references must be given using a system which divides each side of that square to at least two decimal places.

3.5 Course interpretation:

(i) The correct course is that which complies with the issued route instructions taken in order.

(ii) Each section is a separate entity. The instructions, limitations etc, of any section are irrelevant to all other sections except for those restrictions included under "Controls" Regulations.

(iii) Whether mapped or unmapped the route to be followed between major controls and through specified locations is optional unless explicitly specified otherwise (eg, shortest mapped route) in route instructions. The order of passing through specified locations within a section is similarly optional.

(iv) A crew is deemed to have completed a section when, having departed from the major control at the start of the section, they arrive at the major control at the end of the section for the first time.

(v) A route instruction to travel via a specified road shall be interpreted as a requirement to proceed along part of that road. If the requirement is to proceed along a specific part, or the full length, of that road then such requirement must be explicit. Crossing a road will not be interpreted as travelling via that road.

(vi) Entry to controls or via points shall be along mapped roads unless otherwise specified in route instructions.

(vii) All passage controls and official observers' points must be visited in order to complete a special stage. A crew which is observed by properly designated officials to have not completed the full prescribed course of a special stage shall be deemed to have failed to complete that stage.

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3.6 Shortest mapped route: *(see Regulation 1.24).*

(i) Specification of shortest mapped route shall be taken to mean "Point to point" unless "shortest mapped route overall" is explicitly specified.

(ii) "Shortest mapped route" of either type may be specified for an entire section or for portion or portions of a section.

(iii) Where the official map for the section shows printed distances on all the roads to be traversed, it must be stated that the correct route is to be identified only by comparison of those distances. Where printed distances cannot be used then the shortest mapped route must be identifiable without the aid of measuring devices.

3.7 Out of bounds: In all instances where "Out of Bounds" instructions are included in route instructions, the following shall apply:

(i) points, roads or areas specified as "Out of Bounds" may not be entered, crossed or traversed, unless route instructions specifically allow otherwise.

(ii) if a road is specified as being "Out of Bounds" between two points, crews may cross through, or turn off at these points.

3.8 Average speed sections:

(i) The major control at the end of an overall or maintained speed section and all timing passage controls shall be located so that a car travelling to schedule will complete the distance between consecutive time controls in an exact number of minutes.

(ii) Times allowed for overall and maintained speed sections shall be calculated from the distance recorded by the official car.

(iii) On overall and maintained speed sections the correct route will be the shortest mapped route which complies with the instructions for the section except that unmapped roads which are fully route charted may be used.

(iv) The official distance for each leg of an overall or maintained speed section shall be available to crew members from the control at the end of that leg.

(v) A maintained speed section may not be set along a route which traverses railway level crossings or encounters traffic lights.

3.9 Late time limits: In all instances where late time limits are imposed the following shall apply except for Special Stage events run under Appendix A:

(i) A late time limit shall be set for each division.

(ii) Except in special stage rallies the late time limit shall not be less than 90 minutes per division up to 300km. An additional five minutes shall be added to this minimum for each 50km in excess of 300km.

(iii) Any crew whose late time exceeds this limit at any control other than a division end shall be deemed to have failed to report to that control.

(iv) In special stage rallies late time limits must be at least 30 minutes per division up to 100km competitive distance plus five minutes for each additional 20km competitive or part thereof.

(v) Any crew whose late time exceeds the late time limit by more than 30 minutes at a division end will be deemed to have retired from the event.

Event organisers may make provision in event regulations for crews who do not complete a particular leg/division/etc of a multi-day event within the late time allowed, to rejoin the event on a subsequent day, provided that their cars are placed in overnight *parc fermé* at least six hours prior to the scheduled time of departure of the first car on the applicable day.

(vi) Any crew whose late time exceeds the late time limit by 30 minutes or less at a division end will be penalised as having missed the division end control.

(vii) Except on special stage, crews which arrive at controls early will, subject to the appropriate penalty, have the "time early" deducted from their accumulated late time.

(viii) Late time limits for a division may not be altered after the first car has commenced the division.

4. CONTROLS

4.1 Control area specifications:

(i) If the location is specified as a junction, intersection or road, then the control area shall be the whole area within the fence lines for a distance of approximately 50m from the specified location.

(ii) The control boundary on the correct direction of approach must be identified by an approved control marker. It is permissible for additional markers to be located facing any other direction, and where used these shall also be deemed to identify the control boundary.

(iii) If route instructions for the next section specify an exit direction from the control, then the control area may be further extended up to 20m along the exit road to include the location of the control official.

(iv) If any of the fence lines referred to in (i) above do not exist in fact, then they will be deemed to exist 50m from and parallel to the centreline of the road.

(v) All impound, inspection and test areas are deemed to be control areas.

4.2 Control and course markers:

(i) There are three kinds of control markers:

(a) a board which denotes the control boundary on the correct direction of entry to control;

(b) a green light or flag which may be used to identify the control official's location; and

(c) a flag which marks the start point for the next section.

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(ii) Standards for control markers and other course markers are included as an appendix to this Code. The use of "Wrong Way Go Back" and "W.D. Entry" markers is strongly recommended where warranted.

If the form of the marker/s differs from the standard provided for in this Code, a sample of such markers must be on view at the start or be defined in Supplementary Regulations or Further Instructions.

(iii) At the finish of all competitive sections the control board must be placed so as to allow competitors to pass the board in a "flying finish" with sufficient distance to stop before reaching the control official/s. Where a route chart is used this board's location should be specified in the route instructions.

(iv) Any crew which removes, alters or otherwise wilfully interferes with a properly posted course marker will be liable to be excluded from the results without prejudice to such further penalty as may be imposed by CAMS.

4.3 Control opening and closing:

(i) Controls shall open not earlier than one hour before, nor later than, the due time of arrival of the first car.

(ii) Where late time limits apply controls shall remain open until the late time limit of the last car has expired unless closed by the sweep official provided that all cars remaining in the event have been accounted for.

(iii) Where no late time limits apply controls shall remain open until closed by the departure of the control official in accordance with procedures outlined in the Supplementary Regulations and/ or Further Instructions.

4.4 Control entry:

(i) Crews shall be deemed to have finished a section when:

(a) their vehicle passes a control boundary; or

(b) at start or transport controls a member of the crew presents the road card to a control official; or

(c) at an Enter on Sight control as provided for in Regulation 4.9 below.

(ii) Crews may elect to stop their vehicles outside a control area (other than at an Enter on Sight control) provided that they do not, in the opinion of the control official, obstruct traffic. At night, parking and tail lamps shall be left on. In the interests of safety, control officials may require vehicles to enter control prior to the crew's elected time.

(iii) A crew member may enter the control on foot and may remain in the control area until the vehicle enters.

(iv) All vehicles must enter control under their own motive power and in the presence of all crew members.

(v) No crew may, within sight of a correctly positioned control official, deviate from made or mapped roads in order to enter control from the specified direction.

4.5 Procedure at control:

(i) Unless otherwise instructed in Route Instructions, crews must present their road card to an official whenever they pass through a control regardless of whether or not they are competing on the section to which the control applies. A crew which reports to a major control at the end of a section subsequent to the one on which they are competing, may elect to continue the original section without penalty; or may elect to book into that control and commence the section starting from the control. A crew which reports to a passage control which is not on the section on which they are competing is deemed in the results to have not reported to that control on that occasion.

(ii) The control official shall record the finish time on both the road card and control card. At the end of transport sections the finish time must be recorded to the current minute. In all other cases the finish time must be recorded to the second. At the end of navigation sections crews may nominate a finish time later than their actual time of arrival at the control.

(iii) The time of start on a competitive section shall be not less than two minutes after the vehicle's finish time for the preceding section. On competitive sections, the starting interval shall be not less than two minutes. In dusty conditions, greater intervals are recommended.

(iv) Start times for the next section will be allocated in the same sequence as the vehicle's actual arrival (except as provided in Regulation 2.11(iv)), unless a crew agrees to a vehicle behind starting the section ahead of them.

(v) When a car enters a control at the end of a special stage or road section within one minute of the preceding car its crew may request permission to start the next competitive section in front of the preceding car. Should that car refuse, this should be recorded on the control card. Refusal to allow the same car to leave first on two successive special stage or road sections may be considered deliberate obstruction.

(vi) The control official has authority over all activities within his control area. No crew member may disobey the reasonable request of a control official.

Note: Control procedures for A to A timed events may differ from the foregoing. They are described in Appendix A to the NRC.

4.6 Working on cars in control:

(i) Mechanical work is permitted in control areas subject to the control official's directions on placement of the vehicle.

(ii) Control officials shall not make any time allowance to crews carrying out mechanical work except as provided for in Regulation 4.6 (iv) below.

(iii) No vehicle receiving service, nor any vehicle assisting, may obstruct the roadway or the workings of a control. Service vehicles shall remain outside the control area except where route instructions specifically allow entry of service vehicles by declaration of the control as a "Service Area" or similar. Service crews may enter control areas in order to render assistance.

(iv) No car may depart from a control with a broken exhaust system. Any such breakage must be repaired so as to reduce the noise level to the satisfaction of the control official. Time will be allowed for the repair without penalty. However, all such time held will be deemed late time for the purpose of late time limit calculations.

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4.7 Control departure:

(i) At competitive and start controls vehicles shall be held in control until their exact start time for the competitive section; ie, if the start time is 7:54, then the vehicle shall not leave until the clock shows 7:54:00 precisely.

(ii) Except at the start of a division vehicles may leave transport and finish controls as soon as all necessary paperwork is completed regardless of whether or not their start time for the transport section has been reached.

(iii) Vehicles may not leave a control in a direction opposed to a direction of entry specified in route instructions. This applies to all vehicles leaving a control whether or not they are competing on the section to which the control applies.

(iv) Having left a control a vehicle may return through the control area to leave by some other allowable direction (ie, not opposing an entry direction) provided always that the crew reports to the control official each time.

(v) Vehicles shall depart from control under their own motive power accompanied by the full crew. Those which cannot do so shall be moved beyond the control boundary or to some other place specified by the control official for the purpose of repair.

4.8 Unmanned control location: If at any time during the conduct of an event a crew finds the position of a major control unmanned they shall continue on course determining their due time of arrival at the next major control by adding together the times allowed or target times for the sections concerned.

4.9 Enter on sight controls:

(i) When a competing vehicle which may reasonably have been deemed to have been identified by the control officials is approaching an "Enter on Sight" control from the specified direction of entry that vehicle:

(a) may not deviate from the most direct route to control which accords with route instructions, and

(b) may slow down, but not stop until the control is reached.

Crews breaching this Regulation will be booked in "on sight" at the control official's time.

(ii) Crews which approach an "Enter on Sight" control from other than the specified direction of entry may, whilst outside the control area, stop their vehicles and turn around without penalty.

(iii) At "Enter on Sight" controls a range of at least two minutes must be allowed, during which crews may enter the control one minute early or late.

4.10 Passage controls:

(i) On competitive sections crews approaching a passage control from the correct direction will be handed a card. This card must be surrendered at the next control or at the end of the division, or as otherwise specified in Supplementary Regulations.

(ii) At other passage controls, or in the case of approach from the wrong direction, the crews shall stop and present their road card to the control official for endorsement.

5. PERFORMANCE RECORD, SCORING AND RESULTS

5.1 Performance record:

(i) The passage and performance of vehicles and crews through and at the various controls shall be recorded by control officials on the road card carried in each vehicle.

(ii) A duplicate record shall be kept by control officials on their control card.

(iii) The information recorded shall be:

- times of arrival and/or departure (as applicable)
- direction of entry (as applicable)
- failure to satisfy "Enter on Sight" requirements (as applicable)
- acknowledgement of observation (as applicable)
- compassionate pleas by crews
- speed of competing vehicles (as applicable). Refer Regulation 7.2 below
- any other relevant performance of vehicle or crew.

(iv) It is the crew's responsibility to ensure that the appropriate entries are made completely and correctly on their road card.

(v) If the competitor's road card is lost, or if there are discrepancies between the road card and the control card, the control card may be taken as correct at the Clerk of Course's discretion.

(vi) Errors of recording may be corrected by control officials and/or other judges of fact up to the time results are declared to be final.

(vii) Obvious errors and/or omissions on the road card and/or control card should be corrected by the Clerk of Course after appropriate consultation.

5.2 Penalties:

(i) Crew performance shall be reported to the Clerk of Course by officials of the event. Where the performances incur penalties under the regulations applicable to the event, the Clerk of Course shall apply the penalties specified herein.

(ii) Competitors found to have committed any of the following offences shall be liable to exclusion by the stewards of the competition:

(a) Observed wilful interference with public and/or private property.

(b) Dangerous or drunken driving.

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(c) Consumption of alcoholic liquor by any crew member within six hours prior to the start of or during the running of any division of an event.
(d) Falsification of an entry on road card.
(e) *Deleted 1991.*
(f) Observed movement of a vehicle in contravention of Regulation 5.10 (ii).
(g) Deliberate obstruction as in Regulation 5.9 (see also 4.5 (v)).
(h) *Deleted 1994.*
(i) Failure to comply with eligibility requirements.
(j) Wilful interference with posted course markers.
(k) Travelling on a Special Stage in a direction opposed to that prescribed.
(l) Departing from control with broken exhaust (refer Regulation 4.6 (iv));
(m) Failure to traverse the entire competitive course on special stage events following the designated road.

(iii) **General scale of penalties (per infringement):**

(a) Late arrival at the end of a transport section except in special stage rallies:
- *one point per minute.*

(b) Early arrival at the end of a transport section, navigation section or at an "Enter on Sight" control:
- *one point per minute or part thereof.*

(c) Late arrival at the end of a competitive section timed to the minute and at an "Enter on Sight" control:
- *one point per minute or part thereof.*

(d) (1) Late arrival at the end of a competitive section timed to increments of less than one second:
- *1 point per second or part thereof.*

(2) Late arrival at the end of a competitive section timed to increments of less than one minute:
- *1 point per fraction of a minute or part thereof.*

(e) On Special Stages:
- *time taken in minutes and seconds.*

(f) Early departure from control at the start of a competitive section:
- *two points (or two minutes) per minute or part thereof.*

(g) For other than on special stages, not obeying specific instructions; missing or failing to report to passage control; entering or departing any control in the wrong direction; missing or incorrect information; non-compliance with route chart; proceeding through out-of-bounds location or stopping in sight of an "Enter on Sight" control on a section completed in accordance with Regulation 3.5(iv):
- *30 points.*

(h) Traversing a Quiet Zone with excessive noise:
- *30 points.*

(i) *Deleted 1993.*

(j) Failure to report accidental damage in contravention of Regulation 7.3(i):
- *60 points.*

(k) Loss of road card by crew:
- *60 points.*

(l) Failure to obey any reasonable instruction of an official:
- *60 points.*

(m) Acting in a manner detrimental to the interests of the sport in the opinion of the Clerk of Course (including breaches of Motor Traffic Regulations):
- *60 points.*

(n) Failure to report to a major control:
- *60 points.*

(o) Breaches of regulations not otherwise provided for:
- *30 points.*

(p) Exceeding speed limits:

(1) for offences up to 30 km/h above the relevant limit:
- First offence: *$200 fine*
- Second offence: *five minute penalty*
- Third offence: *exclusion*

(2) for offences greater than 30 km/h above the relevant speed limit:
- First offence: *$200 fine plus five minute penalty*
- Second offence: *exclusion.*

The number of offences means the number detected during the event, irrespective of speed.

Note: 'Points' may be taken to be 'minutes' where events are determined by time, except for special stage events run under Appendix A.

5.3 Compassionate and related allowances:

(i) The Clerk of Course may allow time lost by the crews next on the scene after an accident provided that accident is such that bodily harm might reasonably be expected to have occurred or to be imminent.

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(ii) The Clerk of Course may allow time lost by a crew through closure of railway level crossings or other delay outside of the control and/or influence of the event and its competitors. **Note: refer to article 6.9 for Special Stage Events.**

(iii) Adequate proof of the extent of any delays and of the circumstances causing such delays must be furnished at the following major control. The Clerk of Course is obliged to confirm such claims independently before remitting any penalties.

(iv) There shall be no obligation for controls to remain open longer than scheduled on account of such delays.

5.4 Sub-events: Special tests or sub-events may be included in the event but points awarded in respect of these shall not be taken into account in determining the general classification of finishers.

5.5 Placings:

(i) In special stage rallies placings shall be determined in the first instance on the basis of the number of sections completed in accordance with Regulation 3.5 (iv). Placings amongst competitors who have completed the same number of sections shall be determined on the basis of time penalties applied in accordance with the general scale of penalties as specified in Regulation 5.2.

(ii) In all other events relative placings shall be determined by the application of the penalties prescribed in Regulation 5.2. The crew with the lowest number of penalty points shall be placed first and the others placed in ascending order.

(iii) If two or more competitors accumulate equal total penalties a tie shall be declared for the purpose of determining placings in the event and for awarding prize monies. Supplementary Regulations may specify methods by which ties may be broken only for the purpose of awarding trophies.

5.6 Results:

(i) The organisers shall publish to all competitors and to CAMS provisional results in detailed form; ie, vehicle by vehicle and section by section.

(ii) The results must show all penalties on all sections (including deleted sections) and any penalties which have been excused by the organisers.

5.7 Protests: NCR 205-208, and Appendix R specify the conditions for protests.

For the purposes of NCR 208(iv) the competition is deemed to have finished when the final control is closed in accordance with Regulation 4.3 of this Code.

5.8 Advertising: Competitors and crews are reminded of the provisions of NCR 156 regarding misleading advertising of results and of the serious penalties which may be imposed for breaches of that Rule.

5.9 Overtaking:

(i) The signal for requesting the right to overtake shall be either the sounding of the horn or the flashing of headlamps or both.

(ii) The overtaking vehicle has absolute right of way.

(iii) Should a competitor wish to overtake, the overtaken vehicle will allow him to pass immediately by moving to the edge of the roadway and, if necessary, stopping.

(iv) Should a vehicle be stopped and obstructing the roadway so that it prevents another competitor passing, the overtaking competitor may request and will be given assistance by the crew of the obstructing vehicle to assist him to pass.

5.10 Outside assistance:

(i) Where the organisers have provided a salvage vehicle or party for towing purposes, to prevent roads being blocked, the official in charge of such vehicle or party may allow crews five minutes to extract their vehicles. Supplementary Regulations may prescribe a penalty for receiving assistance. At the end of this time, or on the arrival of another crew, whichever is the later, the official in charge of the salvage vehicle will extricate the obstructing vehicle. If a crew arrives at an obstruction and is delayed through failure of the salvage vehicle to clear the roadway, they may be signed in and out by the salvage crew and will not be debited with lost time for the delay.

(ii) A vehicle may not progress more than a total of 200m in any one section of an event with assistance from or attachment to an outside source except as provided in Regulation 5.10 (i) above or as a result of manhandling by its crew.

5.11 "Detour" and "Road Closed" signs: "Detour", "Road Closed" and similar signs erected by governmental authorities must be obeyed and the correct route rejoined at the first opportunity unless route instructions specifically advise that the sign is to be ignored. No penalty may be imposed for lateness or for not obeying a route instruction if this is caused by obeying such a sign.

5.12 Retirements: Crews retiring from an event shall endeavour to notify a control official of that fact. Having retired, crews may not rejoin the event.

5.13 No vehicle change: A crew must use the one and same vehicle throughout the event.

6. EVENT ADMINISTRATION

6.1 Banned or restricted areas:

(i) State Councils may restrict to specified times or prohibit completely the use of areas, roads etc, and may impose speed limits on nominated roads. Clerks of Course requiring competitors to use roads subject to such speed restriction must advise crew members appropriately in route instructions.

(ii) Recognising that it is the organiser's responsibility to observe restrictions on use of areas and roads, the only penalties which may be applied to crews for performance in such restricted areas are those relating to quiet zones, speed limits and actions prejudicial to the sport.

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(iii) Details of bans and/or restrictions are available from CAMS Regional Offices.

6.2 Odometer check:

(i) In events where reference is made to survey car distance measurements or where average or maintained speed sections are encountered, Supplementary Regulations shall make provision for comparison of the survey car's odometer with the competitors' odometers. This will normally be achieved by nominating the survey car's odometer reading over a specified course. The minimum length of such course shall be 5km.

(ii) Odometer error of a survey car should not exceed 2%.

(iii) The survey car's odometer reading shall be advised to crews before the first competitive section. It is recommended that the odometer reading be advised prior to the start of the event, for example, in Further Regulations.

6.3 Special stages:

(i) A specified official, designated the "Stage Commander", shall be in charge of each special stage or group of special stages. He shall be responsible for the running of such special stage/s.

(ii) CAMS requirements regarding spectator control must be obeyed.

(iii) It is mandatory for all special stages that all roads are positively closed to all except rally traffic. Any vehicular access to the route must be closed off by a locked gate or equivalent or be supervised by the presence of road closure officials.

(iv) The entire length of each special stage must be inspected by the Checker or his deputy prior to the first competitor's start time for the special stage or such other time as may be approved by CAMS. The Checker must be satisfied that all access roads to the rally route are actually closed and that all spectators are safely located and marshalled. No competitor shall commence any special stage until notification has been received by the officials in charge of that stage that inspection by the Checker or his deputy has been satisfactorily completed. If, in the Checker's opinion, any shortcomings cannot be remedied before the first competitor's expected start time for the special stage, the stage must be cancelled, delayed, or traversed by competitors under transport conditions. Radio communication between the Checker and the Stage Commander is highly recommended.

(v) It is permissible to use common portions of road on separate special stages provided that such common portion commences at the start control in each case and that the normal time interval between competitors is respected.

(vi) It is permissible to duplicate the use of a portion of road on a later special stage, where such duplicated portion does not commence at the start control, only after the latest possible time of passage of the last competitor on the earlier special stage, or such other time as may be approved by CAMS.

(vii) For all rallies incorporating special stages, crew members are to wear helmets and apparel which complies with the provisions of Schedule D (refer to "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport). Cars must be fitted with roll over protection as specified in Schedule J (refer "General Requirements for Cars and Drivers").

(viii) In Special Stage events where bitumen competitive sections are used, the total length of bitumen surface must be stated in Supplementary Regulations or Further Regulations.

6.4 Refuelling and service breaks:

(i) The maximum distance between pump (or tanker) refuelling shall be 350km; notwithstanding, it is recommended that this distance not exceed 250km.

(ii) The maximum distance between service breaks of at least 10 minutes' duration shall be 180km.

6.5 Rest breaks:

(i) Rest breaks will usually be provided at the end of divisions to allow for meals, refuelling and regrouping of the field and officials. Cars must be parked as directed by the official in charge and may be impounded (see Regulation 6.6).

(ii) Each rest break so provided will allow at least 30 minutes of rest to every crew member. If the scheduled running time from the previous rest break exceeds six hours, then the minimum shall increase by five minutes for each hour or part thereof in excess of six hours.

6.6 Impounding cars: Competing vehicles may be impounded during rest breaks and division breaks and if so will be parked in an area designated as the *"parc fermé"*. Work on vehicles whilst impounded is prohibited. Access to vehicles will be prohibited save under the supervision of an official from the time of impounding until a specified time not earlier than 60 minutes before the subject car's scheduled departure time. Specific instructions as to impounding will be given in the route instructions or in writing by the control official at the control where the break is to be taken.

Starter Batteries: Inside the *parc fermé*, the bonnet may be opened and engines started by means of an external battery, only under the supervision of a *parc fermé* official. This battery must not then be taken on board the car.

6.7 Direction of travel:

(i) No route instruction shall be issued which requires different crews to proceed over the same route simultaneously in opposing directions except in the following instances:

(a) transport sections on major roads to and from division ends and/or refuelling stops.

(b) transport sections between competitive sections or loops only if the specified average speed is less than 40 km/h.

Instructions must give reference to the likelihood of oncoming traffic.

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(ii) An event may not use the one road competitively in opposing directions unless there is at least one hour separation between the last car's late time limit in the earlier section and the first car in the later section; or until such time as the earlier section has been swept, all controls relating to that section closed and all competing cars accounted for.

6.8 Sweep car: In all rallies there should be a sweep car. The crew of this vehicle should, apart from driving over the route to clear controls, ensure that gates are closed, all signs erected by the organisers are removed, and any property damage is noted. The sweep car should also make a check for any missing competitors.

It is recommended that the Clerk of Course or his representative drive over the entire course not more than three hours prior to the running of the event.

6.9 Cancellation, abandonment, termination of, or alteration to, an event:

(i) The promoters reserve the right to abandon an event if, in their opinion, the number of entries is insufficient, or if conditions constitute *force majeure* (see NCR 59).

(ii) **Interruption of a Special Stage:**

(a) When a special stage has been interrupted for any reason the Stewards will allocate each crew affected a time which they consider is the fairest.

(b) This classification is valid even if only one crew has been able to cover the stage in normal conditions.

(c) However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time which it might have eventually set if this is greater than the time awarded to the other crews.

(d) Where a crew is prevented from competing on one or more special stages due to assisting with an emergency on a previous stage, the Stewards may allocate a time for the missed stage/s.

(e) In piggyback competitions where a special stage is permanently interrupted during the running of the first of the two competitions, then the provisions of this article shall apply only to competitors in the first competition.

For the purposes of the second event, the special stage shall be considered to be cancelled and shall have no bearing on the results of that competition.

If, however, the interruption is only temporary and the special stage is able to be restarted and all competitors in the second competition are able to complete the stage, then it may be included in the results of the second competition.

(iii) In the event of an organisational mistake occurring (eg, incorrectly located control), the section/s or part/s thereof affected may be deleted from the results by the Clerk of Course.

(iv) If the event is terminated when only part run, the organisers shall determine placings among those competitors who have not retired or been excluded to that point.

(v) All alterations to the route instructions must be in writing. A copy of such alterations must be exhibited to or given to each competing crew which will be required to sign acknowledgement.

(vi) A special stage may be deleted, without prejudice to the right of protest, if disproportionately unequal conditions have been experienced by different competitors.

6.10 Rejoining events:

If provision is made in the Supplementary or Series Regulations, any elements of the National Rally Code which may otherwise prevent a competitor from rejoining an event after exceeding the maximum permissible late time will be suspended and any car unable to continue the route for any reason will be able to rejoin the event at a subsequent Service Out or Regroup Out Control, provided that the following conditions are met:

(a) the crew advise a CRO of their intention to rejoin the event;

(b) the vehicle is inspected by a Scrutineer who subsequently authorises the vehicle to rejoin, and

(c) the vehicle rejoins prior to the passage of the Sweep Vehicle.

Where possible crews will restart in the position on the road in which they were placed at the start of the stage which they failed to finish.

For any stage missed a crew will be allocated a time equal to the slowest time on the stage plus 30 seconds.

Crews may rejoin at the final control.

Crews missing one or more special stages will be classified behind those crews who have completed all stages and then in order of the number of stages completed and the lowest total times within each group of crews completing the same number of stages.

To be classified, the rejoining crew must have completed at least 50% of the competitive distance of the relevant competition.

7. COMMUNITY AND CIVIL RELATIONS

7.1 Traffic regulations:

Drivers must comply with all relevant traffic regulations at all times, paying particular attention to noise and legal speed limits. Traffic regulations at all times take precedence over Supplementary Regulations and/or route instructions whenever they are more limiting than the corresponding CAMS requirements.

7.2 Transport sections and quiet zones:

(i) During transport sections crews may be specifically instructed to drive slowly, or quietly, or with some other constraint within or throughout the sections. Properly observed breach of such an instruction renders offending crews liable to penalty for acting in a manner detrimental to the interest of the sport.

(ii) For passage through a specific "Quiet Zone" crews must not exceed 60 km/h and must drive with not more

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than two lamps on dipped beam unless otherwise specified, and with minimum noise. Properly observed breach of any of these requirements renders crews liable to penalty as outlined under the General Scale of Penalties. It is expressly forbidden to include Quiet Zones in competitive sections.

(iii) Officials who may be CAMS observers, and who will be Judges of Fact, may be appointed in any road event to measure the speed or noise of competing vehicles or compliance with specified speed limits. Such officials must be equipped with a suitable meter approved by CAMS. Crews exceeding properly advised speed or noise limits or otherwise creating a public nuisance will be subject to penalty as outlined in the General Scale of Penalties. In recording speeds, decimals and fractions will be disregarded.

(iv) On transport sections the commencement and conclusion of restricted speed or quiet zones should be at some easily identifiable feature such as an intersection or existing road sign.

7.3 Private property:

(i) The Clerk of Course. shall obtain the written consent of the owners for the use of any private road. Public roads running through private property are not included in this requirement but every effort should be made to contact and obtain the agreement of the landowners concerned.

(ii) Any damage to private property must be reported to the next major control visited by the crew responsible.

(iii) Crews detected causing wilful damage to other people's property during the course of an event may be excluded at the Clerk of Course's discretion, and a report shall be submitted to CAMS.

7.4 Gates:

(i) Gates, removable panels of fencing and obvious gateways in fences on the intended route shall be labelled "Rally Entry" or equivalent by the organisers, or shall be designated in a route chart.

(ii) Entry markers shall be located so as to be visible to crews approaching from the intended direction.

They shall be removed by the organisers at the conclusion of the event.

(iii) The organisers shall ensure that proficiency in opening and/or closing gates is not a deciding factor in the event.

(iv) Whether open or shut, crews must leave gates in the same attitude as they find them, ie, gates found open must remain open and gates found closed must be closed when the crew has passed through.

7.5 Traction aids: The attachment to tyres of studs, spikes or similar devices to assist traction is prohibited. Snow chains may be used if conditions are such that they are required but they must be removed when their assistance is no longer necessary.

7.6 Service vehicles and crews: The following procedure provides for the control of service and support crews. This procedure is mandatory for all events of championship status and should also be applied in all events where the participation of such crews is planned or likely.

(i) It is the responsibility of the Clerk of Course or his nominee to make provision for the movement of service vehicles, for the location of service areas throughout the event and for the control of service crews at such areas.

(ii) Service vehicles and crews must be registered with the organisers prior to the start of the event. The registration form should be part of the entry form. The organisers shall supply to service crews suitable identification markings and these shall be exhibited on service vehicles throughout the event.

(iii) It is generally recommended that the organisers plan the route of the event so that one suitable service point is provided approximately every 100km of the rally route.

(iv) Service crews must be able to reach service areas by using only main or secondary roads which are not part of the rally route. The service areas should be located away from main or heavily trafficked roads.

(v) Registered service crews shall be given a set of "Service Crew Instructions" which shall include a list of service areas together with the estimated time of arrival of the first competing vehicle at each such point and with the route to be used by service vehicles between service areas. A nominal charge may be made for such "Service Crew Instructions" and this charge may be payable with the entry fee.

(vi) The service crew instructions should, where practical, be based on readily available commercial, Auto Club or oil company maps. They should not require any navigational skill from service crews. The use of ordinance map grid references to locate service areas is discouraged.

(vii) The competitors' route instructions must include the locations of all service controls. Competitors' route instructions should not be issued to service crews.

(viii) Supplementary Regulations may provide for stricter control of service crews. Service crews may be issued with control cards and be required to book in and out at service controls. Supplementary Regulations may also provide that competing crews may incur monetary penalties or such other penalties as may be deemed appropriate by the stewards, for the following offences:

- a service crew member disobeying a reasonable request of an official;
- a service crew member acting in a manner prejudicial to the interest of the sport;
- obtaining assistance from unregistered service crew/s within normal service areas.

The imposition of points penalties on competing crews for offences by service crews shall be made only where it can be proven to the stewards that such competing crews were directly responsible for the action of the service crews.

(ix) Service crews must at all times obey the Road Traffic Regulations applicable to the event.

(x) To discourage service crews from speeding during events:

(a) service crews must comply with the relevant civil speed limits.

(b) the Clerk of Course may impose lower speed restrictions than the civil limits where necessary to maintain

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good community relations.

(c) detection of speeding must be carried out in a manner acceptable to the stewards. An official of the event such as a judge of fact must be present at the detection point

(d) if speeding is reported by the police to the Clerk of Course or the stewards, the stewards may apply penalties as in (g) below provided the competitor is given the opportunity to first offer an explanation to the stewards.

(e) the competing crew for which the service crew is registered is responsible for the payment of any fines imposed.

(f) when a service crew is registered for more than one competitor, all such competitors are jointly and severally liable for payment of penalties in the event of default.

(g) penalties applicable for service crews detected speeding during an event are:

First offence:	$200 fine
Second offence:	$500 fine
Third and subsequent offences:	$1000 fine each case

7.7 Fire risk:

(i) Crews are warned of extreme bush fire danger during the dry season. No vehicle may enter a fire danger area with a faulty exhaust or any other fault which might cause a fire. Crews are reminded of the civil penalties for throwing cigarettes, matches etc, from vehicles.

(ii) Control officials are reminded of the civil regulations governing the lighting of fires covering items such as places where fires may be lit, cleared areas around fireplaces, extinguishing of fires and periods of total fire ban.

8. SAFETY

8.1 Carriage of mobile telephones:

(i) It is strongly recommended that, in those areas where cover exists, mobile phones be carried in all rally cars for use in an emergency.

(ii) Organisers are to include in either the road book or route instructions as appropriate a list of the emergency numbers for each service provider.

(iii) Nothing in this article shall prevent event organisers from prohibiting the use of mobile phones or other means of communication in other than emergency situations.

8.2 Emergency Procedure:

(i) In the case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.

(ii) Any crew which has the red "SOS" sign displayed to them or sees a car which has sustained a major accident but is not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

(iii) Any crew which is able to but fails to comply with this rule will be reported to the stewards who may impose penalties in accordance with the National Competition Rules.

(iv) In the ~~case of~~ **event of a car stopping on the stage or** an accident where immediate medical intervention is not required, the "OK" sign must be clearly and actively shown by a crew member to ~~the~~ **at least the three** following vehicles and to any helicopter attempting at assist.

~~(v) If the crew leave the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.~~

(v~~i~~) The road books shall contain a page giving the accident procedure.

(vi~~i~~) In the event of a car stopping in a special stage a warning triangle must be displayed in a conspicuous position at least 50 metres behind the car except where the car does not present a hazard to any following cars and crew or the crew of the stopped car. Following crews sighting the warning triangle must drive with caution and reduce speed until the stopped car has been passed.

~~In the event of a car stopping on the stage or an accident where no injuries are sustained that require immediate medical attention the OK sign must be clearly displayed to at least the three following cars.~~

Both the warning triangle and the OK sign must be left on display for the whole length of the period that the car is stopped on the course regardless of whether or not the crew remain with the car.

Failure to display either or both these signs as appropriate may result in disciplinary action being taken. Crews are required to remove the warning triangle once the stopped car has been moved and no longer presents a hazard or they recommence the competition.

(vii~~i~~) Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of *force majeure*. Any crew failing to comply will be subject to a penalty at the stewards' discretion.

8.3 Practice day requirements: These requirements apply to all non-event rally activities, including shake down, media, practice, testing, and sponsor days.

(i) Helmets are to be worn by all vehicle occupants.

(ii) All other apparel requirements are to be in accordance with the requirements for non-special stage rallies, with the wearing of a driving suit being strongly recommended (refer Schedule D – "General Requirements

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for Cars and Drivers" in the CAMS Manual of Motor Sport).

(iii) A first aid kit is to be present, as is a person with a valid first aid certificate (Note 1).

(iv) The site of the activity is to have access to timely communications with the nearest hospital or ambulance, fire service, etc.

(v) All relevant permissions from land owners and authorities are to be obtained.

(vi) All roads used are to be closed by means of manned road block or locked gate.

(vii) The use of road book or pace notes is permitted where appropriate.

(viii) All vehicle occupants are to wear seatbelts.

(ix) Indemnities are to be signed by any vehicle occupant who is not the holder of a CAMS licence.

(x) The relevant state office of CAMS is to be provided with a description of the proposed activity, including the likely number and types of vehicles and people to be involved.

(xi) All vehicles used are to be checked for safety by a scrutineer if any significant modifications have been made to the vehicle since it was last used in competition (Note 1).

(xii) Any vehicle without a roll cage is to be carefully assessed with regard to its suitability for the activity.

Note 1: State managers may waive these requirements if they are satisfied that appropriate alternative arrangements have been put in place by the organisers of the activity.

8.4 Utilisation of CAMS-licensed tracks: Stages, be they targa, special or super special stages, run on CAMS-licensed speed/race event venues shall run in accordance with the CAMS-issued track licences. If part of such a venue is to be used it shall nevertheless be used in the direction of travel approved for the full venue. A waiver to vary this requirement may be provided by ARCom under exceptional circumstances where the application includes a full risk assessment and appropriate engineering opinion on all safety measures in place.

8.5 Cars in start control: Having entered the Time Control at the start of a special stage, the crew of the competing car shall not be approached and/or communicated with, other than by the control officials in the process of undertaking their official duties.

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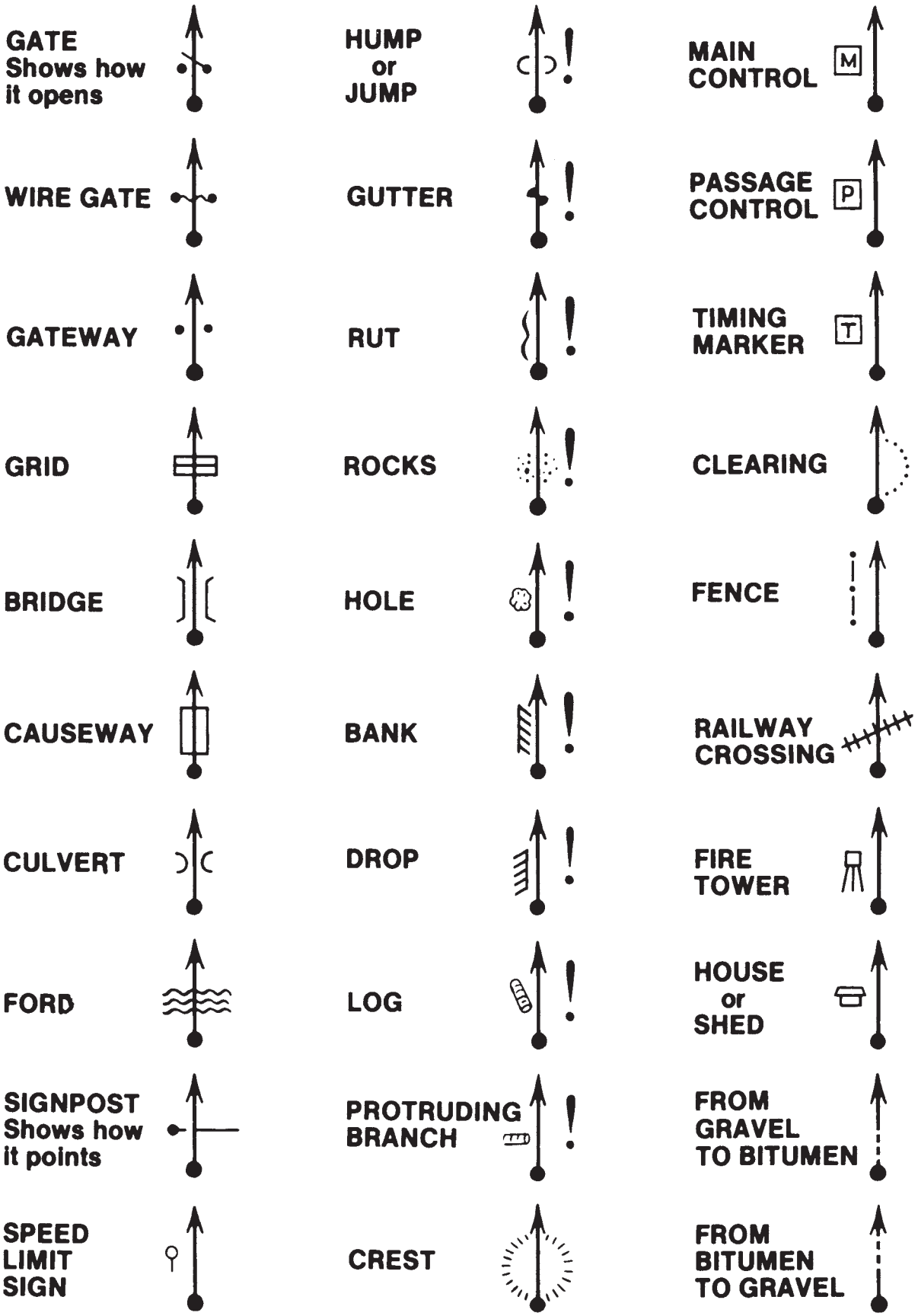
STANDARD TULIP INFORMATION



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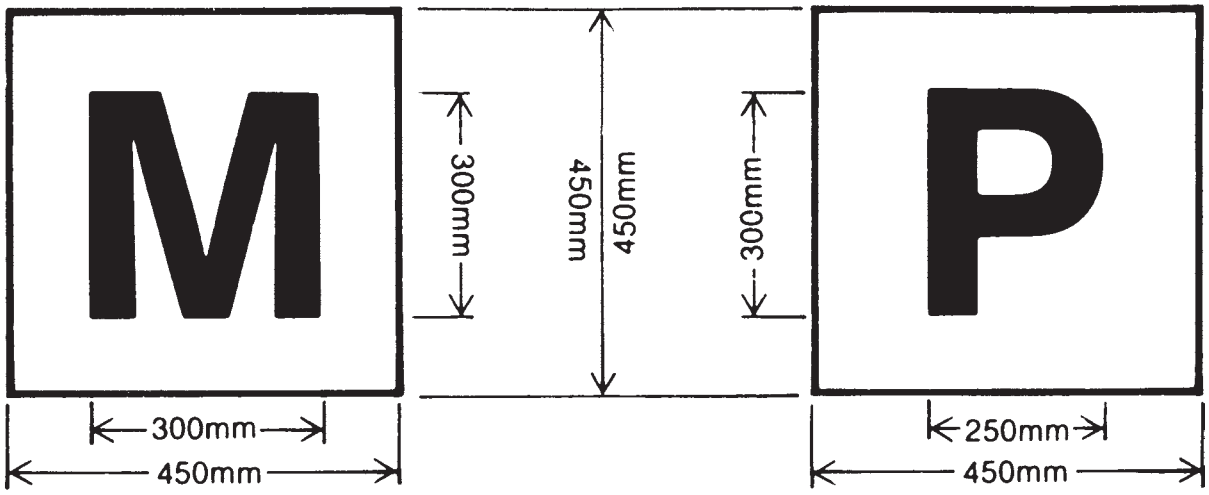
STANDARD RALLY BOARDS

Note: For events using A to A timing, refer to Appendix B.

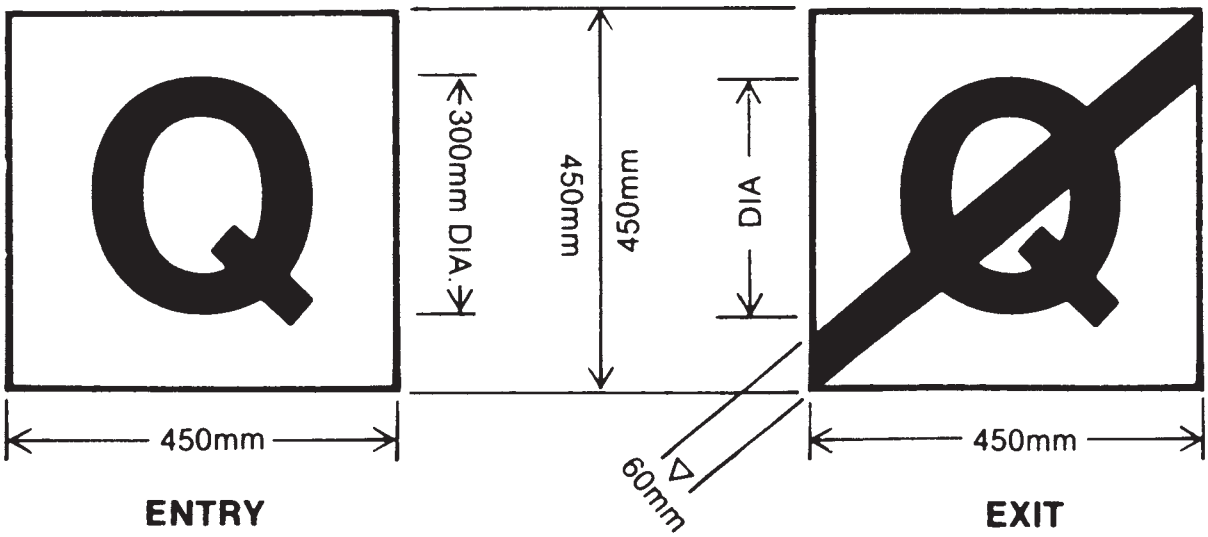
These recommended boards may have the Club name or initials added
– maximum height 30mm



MAJOR CONTROL **PASSAGE CONTROL**

CONTROL BOARD

White Background
Red Lettering
40 mm Line Width



ENTRY **EXIT**

QUIET ZONE BOARD

White Background
Black Lettering
40 mm Line Width

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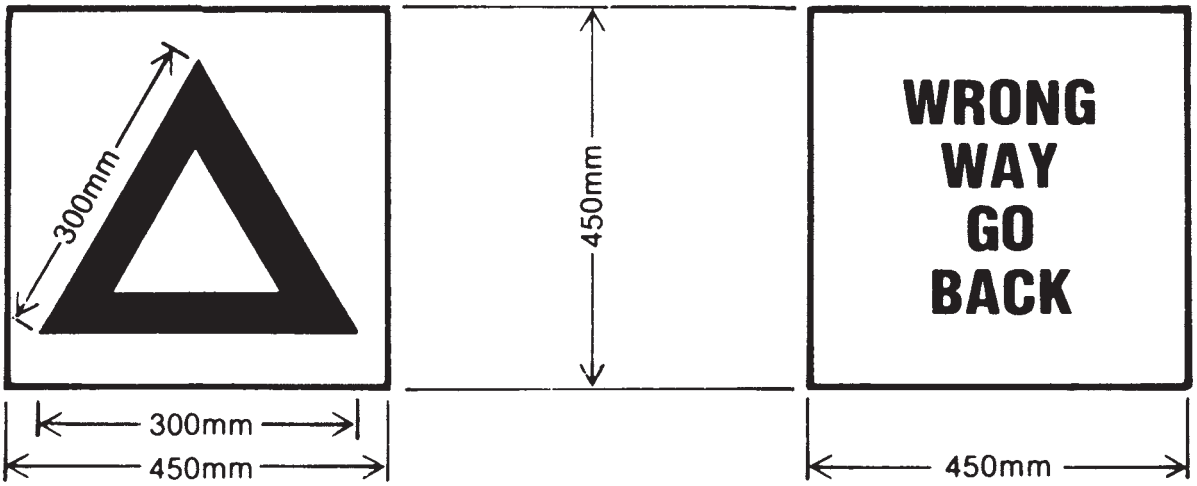
Note: For events using A to A timing, refer to Appendix B.

These recommended boards may have the Club name or initials added – maximum height 30mm

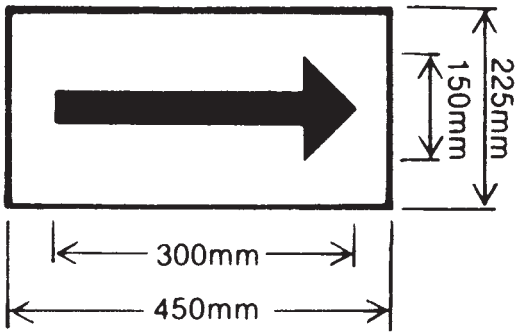


CAUTION MARKER

White Background
Red Reflective Triangle

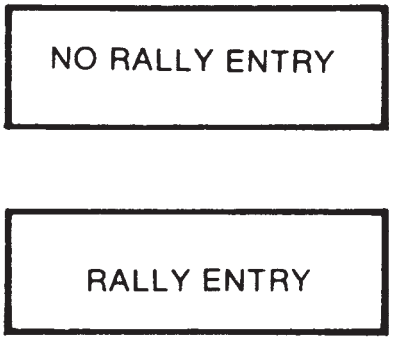
White Background
Black Lettering

40 mm Line Width



DIRECTION ARROWS

Red Arrow
on White Background



GATE MARKER

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APPENDIX A – A to A Timing Special Stage Rally Regulations

Where there is any conflict between these regulations and the National Rally Code these regulations will take precedence.

1.1 Control:

(i) **Signage:**

(a) All controls, ie, time controls, passage controls, starting and finishing controls of special stages, must be indicated by boards complying with Appendix B. The diameter of the symbol on each sign shall be approximately 70cm.

(b) The signing and delineation of each control area will be by three panels as described below.

(c) Time Control: The beginning of the control area will be indicated by the Time Control [Boundary] sign – a clock on a board with a yellow background.

(d) The location of the control point itself will be marked with the Time Control [Actual] sign – a clock on a red background, the end of the control area will be indicated by the End of Control sign (diagonal black stripes on a beige background).

(e) Passage Control: The boards used will be the same as for a time control, except that the sign used will be the Passage Control (stamp on red background) at the beginning of the control area and at the control, with the End of Control Zone sign to indicate the end of the control area.

(f) Special Stage controls:

- The starting point will be indicated by a Special Stage Start sign – a flag on a red background.
- The finish will be preceded by the Special Stage Finish [Warning] sign – a chequered flag on a yellow background. The finishing line, where times will be taken, will be indicated by the Special Stage Finish [Actual] sign – a chequered flag on a red background.
- A Special Stage Stop Control sign – "STOP" on a red background – will be placed between 100 and 300 metres after the flying finish line. The "Stop" point will be positioned at this location. At all times sufficient distance must be provided to allow all vehicles to stop safely.

(ii) **Functioning of controls:**

(a) Crews are bound, under pain of exclusion, to check in at all time controls in the direction of the course. It is prohibited to re-enter the control zone in reverse, or from any other direction other than that noted in the road book.

(b) The functioning of the controls and the procedure for exclusion must be executed as described herein.

1.2 Timing:

(i) Timing increments will be as follows:

- **special stages:** to the elapsed second or, for ARC events and other events where specified in the supplementary regulations, 1/10th of a second.
- **time controls:** to the minute.

(ii) Further increments will be disregarded. Consequently a crew's passage at a Time Control is recorded at, for instance, 10.50 as long as the clock has not reached 10.51.00.

(iii) The use of "maximum times" on special stages is prohibited.

1.3 Time card (refer to Appendix D for standard time card):

(i) At the start of the rally, each crew shall be given a time card on which the times allowed to cover the distance between two time controls shall appear.

(ii) Each crew is solely responsible for its time card and all entries made thereon.

(iii) The time card must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping and/or entry thereon.

(iv) The absence of a stamp or entry from any control or the failure to hand in the time card at any control (time, passage or regrouping), will result in exclusion of the crew concerned by the Clerk of Course. Crews are obliged to have their passage checked at all points mentioned on the time card, in correct order, under pain of exclusion.

(v) Special stage sheets ("flimsies") if used, are an integral part of the time card and are subject to all the penalties laid out above.

(vi) The crew is solely responsible for submitting the time card at all controls and for the accuracy of the entries. Therefore, it is the responsibility of the crew to submit its time card to the relevant Post Marshal at the correct time, and to check that the time is correctly entered.

(vii) The Post Marshal is the only person allowed to enter the time on the time card, by hand or by means of a print-out.

~~Any other amendment or change made to the time card will result in exclusion.~~

1.4 Start of the rally:

(i) The exact time of the start will appear on each crew's time card.

Cars will start at two-minute intervals unless otherwise approved by CAMS. However, for all competitors in

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any one stage, intervals may be increased equally, at the discretion of the Clerk of Course, where possible with the approval of the Chief Steward, if extremely dusty conditions exist, especially at night.

(ii) Any late arrival of the crew or car, at the start of the rally or of a Leg/Heat or a Section shall be penalised as shown under Article 1.7(ii)(i) Time Controls. Any crew reporting more than 15 minutes late shall be excluded from the rally.

Since the crews have 15 minutes within which to report at the start of the rally; of a Leg/Heat; or of a Section, if they report within these 15 minutes the exact starting time shall be entered on the time card. The minimum interval between cars must be respected.

Where a staging area is provided prior to the start, late arrival at the entrance to this area will be penalised by a monetary penalty specified in the Supplementary Regulations.

(iii) Hours and minutes will always be shown thus: 00.01 to 24.00; only the minutes which have elapsed will be counted. Throughout the rally, the official time will be Telstra time.

(iv) All the crews shall receive a Road Book containing a detailed description of the itinerary which has to be followed; this itinerary is compulsory under pain of exclusion. (See NRC 5.2(ii)(k).)

1.5 General provisions for all controls:

(i) All controls, ie, time controls, passage controls, start and finish of special stages, regrouping and neutralisation control areas, are indicated by boards as noted in Article 1.1(i) and Appendix B.

(ii) The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25m, the position of the control post is indicated by an identical sign on a red background. The end of the Control Area Zone sign is a beige background with three black diagonal stripes, placed approximately 25m after the control post.

(iii) All control areas (ie, all the area between the first yellow warning signal and the final beige one with three diagonal stripes) are considered as *parc fermé* and no repairs or assistance may take place within the control area.

(iv) The time a crew is stopped within any control area must not exceed the minimum time necessary for carrying out control operations

(v) It is strictly forbidden, under pain of exclusion:

(a) to enter a control area in any direction other than that of the rally;

(b) to re-cross or re-enter a control area once checking-in has taken place at this control.

(vi) The calculation of target check-in time and the actual booking in at a time control is solely the responsibility of the crew, who may consult the official clock on the control table

The Post Marshals may not offer crews any information on their target check-in time.

(vii) Control posts shall be ready to function 15 minutes before the target time for the passage of the first crew.

Unless the Clerk of the Course decides otherwise, Control Posts will cease to operate 15 minutes after the target time for the last crew, plus exclusion (late) time.

(viii) Crews are obliged to follow the instructions of the Marshal in charge of any control post. Failure to do so may lead to exclusion at the discretion of the Stewards of the Meeting.

1.6 Passage controls: At Passage Controls, the Post Marshal must simply stamp the time card as soon as this is handed in by the crew, without mentioning the time of passage.

1.7 Time controls:

(i) At Time Controls, the Post Marshal shall mark on the time card the time at which the card is actually handed to the Post Marshal. Timing will be recorded to the complete minute. **It is not necessary for the co-driver to get out of the car to present the card.**

(ii) **Check-in procedure:**

(a) The check-in procedure begins the moment the vehicle passes the Time Control [Boundary] sign.

(b) Between the Time Control [Boundary] sign and the control post (Time Control [Actual]) sign (clock on a red background) the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

(c) The actual timing and entry of the time on the time card can only be carried out if the two crew members and the car are in the control zone and within the (immediate) vicinity of the control table.

(d) The check-in time will be the exact moment at which one of the crew members hands the time card to the Post Marshal.

Then, either by hand or by means of a print-out device, the Post Marshal will mark on the time card the actual time at which the card was handed in and nothing else.

(e) The target check-in time is the time obtained by adding the time allowed to complete a road section to the start time for this section, the time being expressed as minutes.

(f) Check-in at the Control must occur at the actual time calculated by the crew.

(g) The crew does not incur any penalty for lateness if the act of handing the card to the Post Marshal takes place during the target check-in minute.

(h) The crew will not incur any penalty (for checking-in early) if the vehicle enters the control area during the target check-in minute or the minute preceding it, as long as the actual check-in takes place on the correct minute.

Example: A crew who is supposed to check-in at a control at 18h58' shall be considered on time if the check-in takes place between 18h58'00" and 18h58'59".

(i) Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

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- for late arrival: five seconds per minute or fraction of a minute
- for early arrival: 60 seconds per minute or fraction of a minute.

(j) At the time controls at the end of a Leg/Heat or the end of the event, crews may check-in early without incurring a penalty.

(k) If a crew does not observe the rules for the check-in procedure as defined above (especially by entering the control area more than a minute before the actual check-in time), the Post Marshal must make this the subject of a written report to be sent immediately to the Clerk of the Course, who may recommend to the Stewards that a penalty be applied. Repeated offences will incur a penalty.

(l) If two or more crews check in on the same minute at a time control immediately prior to the start of a Special Stage, their provisional start times for that Special Stage shall be in order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one will be taken into account and so on.

(iii) **Time of leaving controls:**

(a) If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the following one.

(b) When a time control is followed by a start control for a special stage, the following procedure shall be applied.

These two controls shall be included in a single control area, the signs of which shall be laid out as follows:

- Time Control [Boundary] sign on a yellow background (beginning of area);
- Time Control [Actual] sign positioned approximately 25m later;
- Special Stage Start sign positioned between 50 and 200m later;
- End of Control Zone sign positioned approximately 25m later.

(c) At the time control at the finish of a road section, the Post Marshal will enter on the time card the check-in time of the crew and its provisional starting time for the **special stage and the** following road section. There must be a three-minute gap between checking in time and the provisional start time to allow the crew to prepare for the start.

Note: The minimum interval between vehicles must be respected.

(d) Immediately after checking-in at the time control the competing car is **to be** driven to the control for the start of the start of the special stage. The marshal in charge of this post will enter the time for the start of the stage on the time card, which will usually correspond to the provisional starting time for the road section. ~~They will then start the crew according to the procedure laid down in Article 1.9(ii)(c).~~

~~(e) In the case of an incident, should there exist a divergence between the two entries, the starting time of the special stage will be binding, unless the Stewards of the Meeting decide otherwise.~~

1.8 Regrouping controls:

(i) Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the controls (Article 1.2 to Article 1.7).

(ii) The purpose of these regroups will be to reduce the intervals which may have occurred between competing cars as a result of late arrivals and/or retirements. The duration of individual crews at the regroup may vary.

(iii) Upon arrival at regrouping controls, crews ~~must hand the Post Marshal their time card. Crews~~ will then be advised of their starting time. They then must drive their car immediately and directly to the *parc fermé* **and the crew must leave the *parc fermé*. When a regroup does not exceed 15 minutes, crews may remain in the regroup**. The organisers may give crews a new time card either at the entrance or at the exit of the *parc fermé*.

1.9 Special Stages

(i) **General:**

(a) Special stages. Refer NRC 1.25.

(ii) **Starting of Special Stages:**

(a) All Special Stages will begin with a standing start with the car placed on the starting line.

(b) During these stages the crew must wear attire complying with Schedule D, Art. 3(v) (refer "General Requirements for Cars and Drivers") and safety belts complying with Schedule I (refer "General Requirements for Cars and Drivers") when in the car. Failure to comply with this article will result in a penalty of up to and/or inclusive of exclusion, at the discretion of the Stewards.

(c) Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion to be pronounced by the Clerk of Course.

(d) Starts of special stages will be given as follows:

When the car with its crew on board has stopped at the starting line, the Marshal will enter the time scheduled for the start of the car in question on the stage sheet of the time card (hour and minute). The Marshal will hand this document back to the crew and will **commence the start procedure.** ~~count down aloud. 30" - 15" - 10" and the last five seconds one by one~~.

(e) Start Procedure:

Electronic: The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as either a countdown clock and/or a sequential light system.

The electronic start procedure may be coupled to a device to detect and record if a car leaves the start line ahead of the correct signal (jump start).

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Manual: In the event of having to use a manual start procedure the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.

~~When the last five seconds have elapsed, the starting signal shall be given upon which the car must start immediately.~~

(f) Any crew refusing to start in a special stage on the time and in the position allocated to it shall be ~~given a penalty by~~ **reported to** the Stewards of the Meeting ~~of at least 10 minutes and which may go as far as exclusion if the Clerk of Course so requests~~ whether the stage is run or not.

~~(g) The start of a special stage may only be delayed, in relation to the scheduled starting time, by the Post Marshal in a case of force majeure.~~

(**g**) In the event of a late arrival at the starting line through the fault of a crew, the Post Chief will advise a new start time, the penalty then being one minute per minute or fraction of a minute late.

(**h**) A false start, particularly one made before the start signal has been given is penalised as follows:

- first offence – 10 seconds,
- second offence – one minute,
- third offence – three minutes,
- subsequent offences – as determined by the stewards, and
- in addition to the above, the penalty for a false start may be increased by the stewards of the event if they believe the circumstances warrant.

(i) When the running of a stage has been delayed for more than 20 minutes, at least one course car must pass through the stage before the passage of the next competing car. Alternatively the stage shall be stopped.

(iii) **Finish of Special Stages:**

(a) All special stages will end with a flying finish.

(b) A warning sign will be positioned as per Article 1.5(ii).

(c) Timing will be effected at the flying finish line.

(d) Stopping between the yellow warning sign and the stop sign is forbidden on pain of exclusion.

(e) The finish time will be given to crews at a location marked with a Special Stage Stop Control sign, which will be between 100 and 300m after the Special Stage Finish [Actual] sign – ie, the flying finish. Cars must stop at this location to have the crews finishing time entered on the time card (hour, minute, second).

(f) If the timekeepers (at the flying finish line) cannot give the exact finishing time to the Stop Point Marshals immediately, the latter will only stamp or sign the crew's time card and the time will be entered at the next neutralisation area or regrouping control.

(g) If, through the fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

- at the start: exclusion
- at the finish (Stop Point): five minute time penalty

(h) The times recorded by the crews in each special stage, expressed in hours, minutes and seconds or tenths of a second, shall be added to any other penalties (road, technical etc) which will be expressed in time.

(iv) **Interruption of a Special Stage:** Refer NRC 6.9.

(v) **Control of the itinerary and Special Stages by CAMS officials:** When, as part of their duties, the CAMS Observer/s and/or the Stewards of the Meeting need to drive on special stages, they must comply with the following prescriptions:

(a) Entry onto the route of the stage must take place at the latest 30 minutes before the departure of the last road closing vehicle (Car No. 0). The starting order for the road closing cars must be as follows: Car No. 00, then Car No. 0.

(b) If Car No. 0 catches up with the Observer or Stewards while on special stages, the observer or stewards must stop, park, and wait for the sweeper car to pass before continuing.

1.10 Parc fermé:

(i) **General:**

(a) Nobody, except the officials of the rally carrying out a specific function, is allowed in the *parc fermé*.

(b) All vehicles may be required to be placed in *parc fermé* between legs/heats.

(c) As soon as they have parked their car in a regroup or end of Leg/Heat *parc fermé*, the crew must leave the *parc fermé* and will not be allowed to re-enter it until the time specified. If a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.

(d) When leaving a *parc fermé* at the start, regrouping halt or end of Leg/Heat, the crew shall be allowed to enter the *parc fermé* 10 minutes before its due starting time. During this time, the crew will be permitted to prepare themselves and move the car (subject to Article 1.10(i)(h)) to the exit of the *parc fermé*.

(e) Any infringements of the *parc fermé* regulations shall result in exclusion.

(f) The cars shall be subject to the *parc fermé* rules:

- from the moment they enter a starting area a regrouping area or an end of Leg/Heat, until they leave one of these.
- from the moment they enter a control area until they leave it.
- from as soon as they reach the end of the rally until the time for lodging protests has expired (refer NRC 5.7 and relevant sporting regulations). (Consultation with the Stewards of the Meeting may be necessary

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to determine this time.)

(g) Only the officials on duty and/or the members of the crew are authorised to push a competing car inside ~~or at the entrance to or exit from the~~ **a** *parc fermé* ~~at a start, time control, regrouping halt or end of Leg/Heat~~. (ie, from the Yellow Sign at the entry to the Beige Board at the exit.)

(ii) **Repairs in parc fermé:** While the vehicles are subject to the *parc fermé* rules, the opening of the bonnet, except as allowed under 1.10(iii), or any repairs or refuelling are strictly forbidden, under pain of exclusion, except in the following cases.

(a) If the scrutineers note that a vehicle appears to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course who may request that the car be repaired.

If the time taken results in any delay beyond the original scheduled start time the crew will be given a new starting time after the repair, the penalty for which is one minute per minute or fraction of a minute.

~~The time in minutes used to carry out the repair will be considered as lateness recorded in a road section. The time will therefore be taken into consideration for the calculation of the exclusion. The crew may then be given another starting time after the repair. This means a penalty must be incurred. If the allowed late time is exceeded, exclusion shall be pronounced.~~

Where a car is not repaired to the satisfaction of the scrutineers by the due start time, a new start time will be allocated.

(b) Under the supervision of an official, the crew may, while in the *parc fermé* ~~at the start, regrouping zone or end of Leg/Heat~~:

- have a new windscreen fitted with the **possible assistance of up to three persons** ~~possibility of having outside help~~.

If in order to fit a new windscreen it is necessary to straighten the bodywork or roll cage, Regulation 1.10(ii)(b) will apply.

~~These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid out under 1.10(ii)(a) and 1.10(ii)(b) above.~~

(iii) **Starter batteries:** Inside the *parc fermé*, the bonnet may be opened and engines started by means of an external battery, only under the supervision of a *parc fermé* official. This battery must not then be taken on board the car.

1.11 Exclusion (Late Time):

(i) Any lateness exceeding 30 minutes on the target time between two time controls, or a total lateness exceeding 40 minutes at the end of each Section and/or Leg/Heat will result in the exclusion of the crew. ~~In the ARC Super Series, this late time limit will apply independently to each Leg/Heat.~~

(ii) In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion. ~~Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in exclusion.~~

(iii) The exclusion time may be increased at any point by the Stewards of the Meeting, following a recommendation from the Clerk of the Course.

The crews concerned shall be informed of this decision as soon as possible.

(iv) Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a Leg/Heat.

1.12 Route instructions:

Route Instructions for Australian Rally Championship events (recommended in other events) must comply with the following:

(i) Binding must be by a plastic or metal spiral allowing an opening of 360° strong enough to withstand a great deal of handling.

(ii) At the beginning of the Road Book must appear:

- an itinerary showing all stages/sections and their distances, times etc;
- an explanation of the symbols used (see example);
- a list of emergency services in the area together with telephone numbers. This may include ambulance, hospitals, State Emergency Service depots, fire brigade, police, the contact numbers for senior officials of the event and particularly the Clerk of Course;
- an incident sheet for reporting damage to property, other vehicles and personal injury.

(iii) Each page of the route instructions must have a border of at least 15mm on the left hand side for binding purposes, and not less than 5mm on all other sides.

(iv) Instructions for each special stage shall be preceded by a page showing a map of the stage, together with the stage name and number.

An area reserved for a summary and previous records for that special stage are optional.

(v) Each first page of stages/sections must include the following information:

- special stage and time control number
- page number
- stage name (if applicable)
- distance
- average speed

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- target and maximum times
- leg and section number.

Each subsequent page of stages/section must include the following information:

- special stage or liaison stage number
- page number
- leg and section number

(vi) Each page of the Road Book shall be consecutively numbered in the upper right hand corner.

(vii) Each piece of information will be numbered and separated from the next by a horizontal stroke. The numbering will start at (1) at each start control.

(viii) Closely related information (ie, within distances of 200m) will not be separated but all other conditions apply. If the first of these instructions appears at the bottom of a page, then there shall be no horizontal line at the bottom of that page.

(ix) Information less than 100m apart shall be combined in the one instruction and tulip in the form: TR 50m KR.

(x) There shall be five columns of information titled as follows:

- total or cumulative distance (abbreviated TOT)
- part or intermediate distances (abbreviated PART)
- the TULIP
- the INFORMATION needed to traverse the course
- the reverse cumulative (abbreviated REV).

(xi) Signs used by rally organisers in the route instructions must be visual representations of those used by the organisers on the road. Control locations must be shown at the start and finish of the instructions.

(xii) Signs reproduced on the tulip must be shown as information, but in their correct direction. Signs which do not correspond to the route to be followed but which act as a reference must be shown crossed out.

(xiii) Changes of road surface must be marked by vertical lines next to the tulip diagrams).

(xiv) The largest practical typeface must be used (for greatest clarity).

(xv) Tulip line thickness must be at least 1.5mm.

(xvi) There should be not more than six instruction boxes per page.

(xvii) The average speed for all liaison stages must be noted on the section header.

(xviii) Where a road section is followed by a Special Stage the distance in metres between the Time Control and the Start of the Special stage must appear in the Information Box of the instruction indicating the Time Control.

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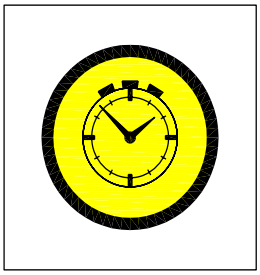
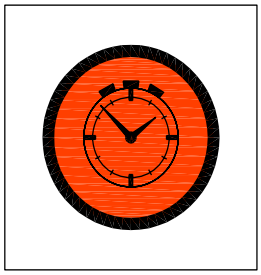
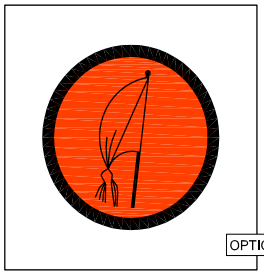
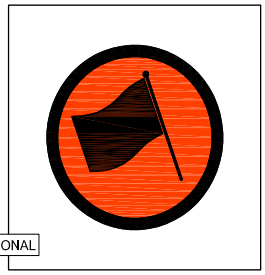
FIA STANDARD RALLY CONTROL SIGNS


TIME CONTROL
(BOUNDARY)


TIME CONTROL
(ACTUAL)



SPECIAL STAGE START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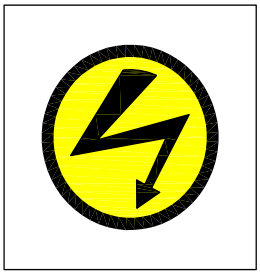
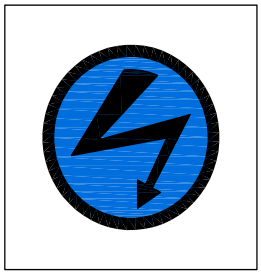

EMERGENCY RADIO POINT
(WARNING)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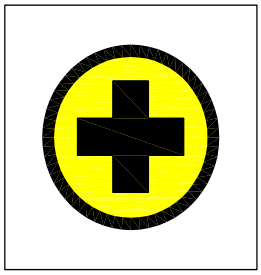
MEDICAL ASSISTANCE POINT
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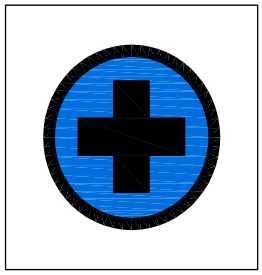
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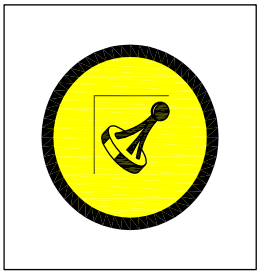
PASSAGE CONTROL
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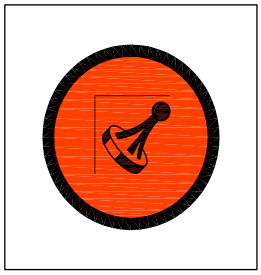
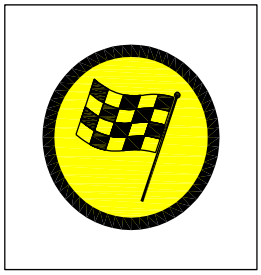
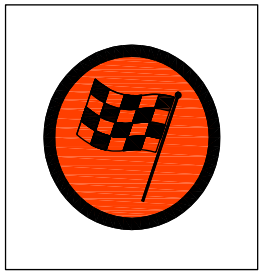

PASSAGE CONTROL
(ACTUAL)


SPECIAL STAGE FINISH
(WARNING)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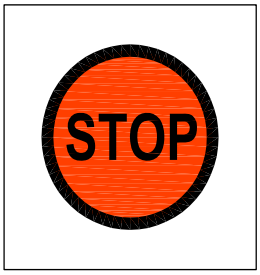
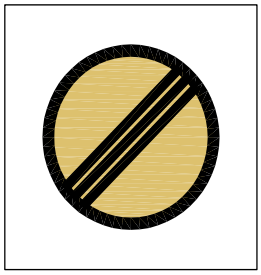


SPECIAL STAGE STOP CONTROL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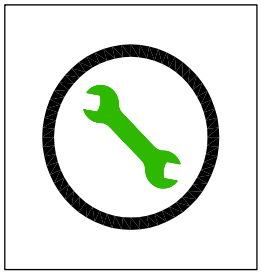
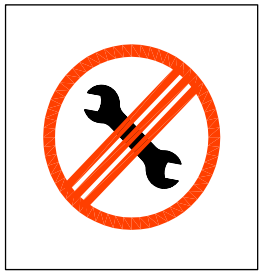
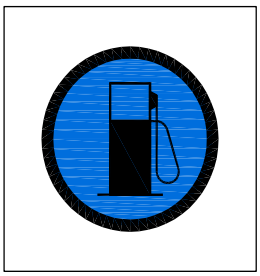
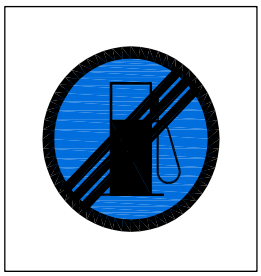
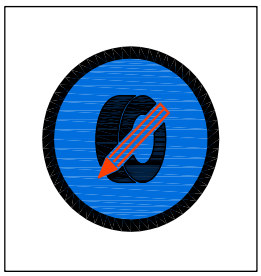
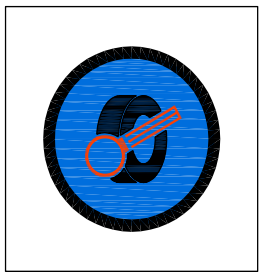

SERVICE AREA/PARK - START


SERVICE AREA/PARK - END
(NO SERVICE)


REFUEL ZONE - START


REFUEL ZONE - END


TYRE MARKING


TYRE MARK CHECKING

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ARC RALLY 2009
HEAT 1 < date >

TC / SS	Location		Distance SS	Distance Liaison	Distance Total	Target time	1st car due	
Section 1								
0	Start						17:50	
1	Super			3.20	3.20	0:07	17:57	
SS1	***Super Special***		***2.45***				18:00	
1A	Overnight Parc Fermé			7.15	9.60	0:15	18:15	E
Section 2								
1B	Restart						7:30	
1C	Service A In			37.39	37.39	0:36	8:06	
	Service A		(2.45)	(47.74)	(50.19)	0:20		
1D	Service A Out	RZ1					8:26	
2	Queens Road			13.15	13.15	0:21	8:47	
SS2	***Queens Park 1***		***24.34***				8:50	
	Supplementary Refuel	SR1						
	Distance from Service A		(24.34)	(16.02)	(40.36)			
3	Dacie Road			12.44	36.78	0:48	9:38	
SS3	***Fern 1***		***10.70***				9:41	
11	Circus Road			20.71	31.41	0:33	10:14	
SS4	***St Helens 1***		***15.06***				9:41	
4A	Service B in			11.36	26.42	0:30	10:11	
	Service B		(50.10)	(57.66)	(107.76)	0:20		
4B	Service B Exit	RZ2					10:31	
5	Circus Road			10.87	10.87	0:18	10:49	
SS5	***Abbeyway 1***		***11.21***				10:52	
6	Fullaton Road			5.60	16.81	0:25	11:17	
SS6	***Fullaton***		***20.66***				11:20	
6A	Regroup In			6.26	26.92	0:28	11:48	
	Regroup					0:20		
Section 3								
6B	Regroup Out / Service C In						12:08	
	Service C		(31.87)	(11.86)	(43.73)	0:30		
6C	Service C Exit	RZ3					12:38	
7	Queens Road			3.15	3.15	0:10	12:48	
SS7	***Queens Park 2***		***16.34***				12:51	
8	Dacie Road			30.44	46.78	0:55	13:46	
SS8	***St Helens 2***		***15.06***				13:49	
9	North Road			12.57	27.63	0:35	14:24	
SS9	***Blast***		***6.75***				14:27	
9A	Service E In			0.81	7.56	0:14	14:41	E
	Service E		(38.15)	(46.97)	(85.12)	2:00		
9B	Service E Exit						16:41	E
9C	Overnight Parc Fermé			36.61	36.61	0:38	17:19	E
	Heat 1 Total		122.57	200.84	323.41			

RZ = Refuel Zone, SR = Supplementary Refuel, E = Early Check-In permitted (refer Supp Regs)

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ARC RALLY 2009
HEAT 2 < date >

TC / SS	Location		Distance SS	Distance Liaison	Distance Total	Target time	1st car due	
Section 4								
9D	Restart						7:00	
9E	Service F In			67.39	67.39	1:05	8:05	
	Service F		(0.00)	(104.00)	(104.00)	0:20		
9F	Service F Exit	RZ1					8:25	
10	Ren Road			42.58	42.58	0:42	9:07	
SS10	***Beraton 1***		***26.70***				9:10	
	Supplementary Refuel	SR1						
	Distance from Service F		(26.70)	(53.66)	(80.36)			
11	Well Road			17.56	44.26	0:49	9:59	
SS11	***Fern 1***		***10.70***				10:02	
12	Circus Road			20.71	31.41	0:33	10:35	
SS12	***St Helens 1***		***14.91***				10:38	
12A	Service G in			8.93	23.84	0:30	11:08	
	Regroup					0:20		
Section 5								
12B	Regroup Out / Service G In						11:28	
	Service G		(52.31)	(89.78)	(142.09)	0:30		
12C	Service G Exit	RZ2					11:58	
13	Folly Rd			3.24	3.24	0:10	12:08	
SS13	***St Helens 3***		***15.06***				12:11	
14	Circus Rd			13.12	28.18	0:30	12:41	
SS14	***Abbeyway 3***		***11.91***				12:44	
14A	Service H In			12.00	23.91	0:30	13:14	
	Service H		(26.97)	(28.36)	(55.33)	0:20		
14B	Service H Exit	RZ6					13:34	
15	Ren Rd			42.58	42.58	0:47	14:21	
SS15	***Beraton 2***		***15.70***				14:24	
16	Well Rd			28.56	44.26	0:43	15:07	
SS16	***Fern 2***		***10.70***				15:10	
16A	Pre-Podium Service In			28.93	39.63	0:46	15:56	
	Service I		(26.40)	(100.07)	(126.47)	0:05		
16B	Finish						16:01	E
	Heat 2 Total		105.68	322.21	427.89			
	Event Total		228.25	523.05	751.30			

RZ = Refuel Zone, SR = Supplementary Refuel, E = Early Check-In permitted (refer Supp Regs)

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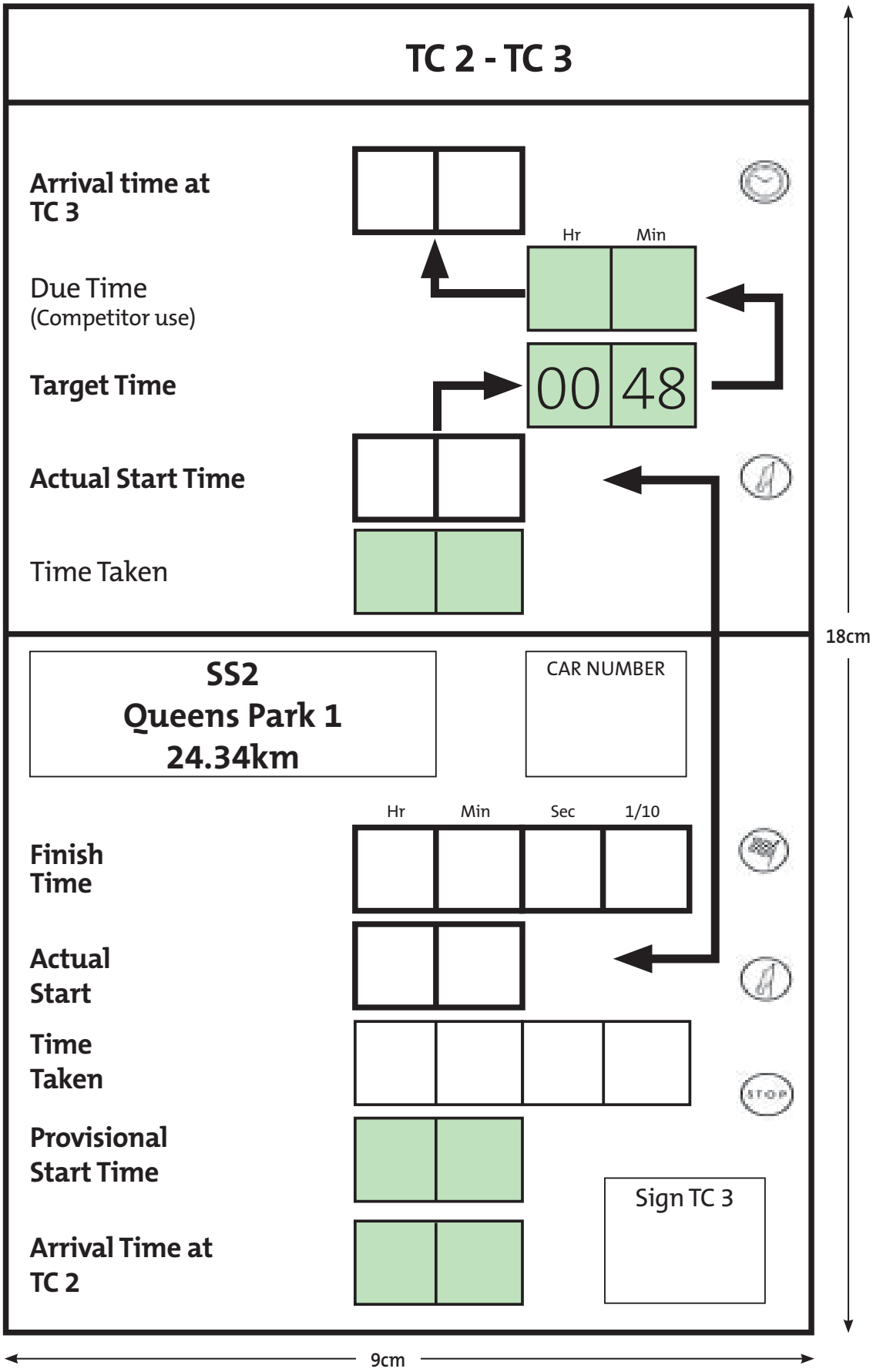

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ROAD SECTION

Section of itinerary between two successive time controls.

SECTION

That part of the event:

- between the start and the first regrouping halt,
- between two successive regrouping halts,
- between the last regrouping halt and the end of a Heat.

HEAT/LEG

Each part of the rally separated by ~~a minimum time of eight hours, or by a time at least equal to the duration of the course completed if this is less than seven hours.~~ an overnight *parc fermé*.

NEUTRALISATION PERIOD

Time during which the crews are stopped by the rally organisers for whatever reason where *parc fermé rules apply*.

REGROUPING

Stop scheduled by the organisers under *parc fermé* conditions that has a Time Control at the entrance and exit to enable the schedule to be followed on the one hand, and on the other, to regroup the cars still in the rally. The stopping time at regrouping halts may vary for individual crews.

PARC FERMÉ

See CAMS Manual of Motor Sport - "Definitions", NCR 6.

BULLETIN

Official written communication ~~which is an integral part of the Supplementary Regulations of the rally and~~ intended to modify, clarify or complete the Supplementary Regulations, or change the Itinerary.

Bulletins must be numbered and dated. The Competitors (or crew members) must confirm receipt thereof by signature.

Bulletins are issued in accordance with Art. 1.39 of the National Rally Code.

TIME CARD

Card intended for stamps or signatures and entry of times recorded at the different control points scheduled on the itinerary.

SPECIAL STAGE

Refer to National Rally Code Article 1.25.

SUPER SPECIAL STAGE

A special stage organised primarily for publicity purposes.

The organisation of a special stage known as a "super special stage" is optional. Organisers planning to include a "super special stage" in their event, must send a detailed safety plan, risk assessment and program of the super special stage to CAMS at least eight weeks prior to the rally. CAMS will only issue a permit for the event if the safety of the stage is ensured.

The road surface of the super special stage is not limited.

When a super special stage, is run less than two hours after the end of pre event scrutiny, the panel of the Stewards of the Meeting may approve the list of starters and have it posted during or after the running of the super special stage. The time and location of this posting may either feature in the Supplementary Regulations or be the subject of a bulletin. Competitors will have one hour after the posting of the starting order in this circumstance within which they may lodge protests.

START OF THE EVENT

The event starts from the time of pre-event documentation checks and ends upon posting of the official Final Results.

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