RALLY / ROAD

Touring Road Event Regulations

1. GENERAL

Where these Touring Road Event Regulations refer to existing clauses from the CAMS Manual of Motor Sport, these regulations are to be read in conjunction with those clauses.

2. SPIRIT

A Touring Road Event is principally designed to encourage competitors in road registered vehicles into motor sport.

Generally a Touring Road Event will not require special vehicle preparation or expertise. The organisation of these events is generally less onerous than for a rally or speed event, but must still comply with both State legislation and these regulations, which are designed to ensure that competitors and officials are covered by CAMS' permits and insurance, and that the organisers of events sanctioned by CAMS retain the co-operation of government, shire, etc authorities.

3. DEFINITIONS

3.1 Touring Road Event: A Touring Road Event is a competition which has the following characteristics.

It consists of a series of road, transport and/or navigation sections whose itinerary and regulations are designed so that all relevant road laws can be complied with by all competitors, together with a number of special tests.

Special tests may include but are not limited to the following:

- speed tests/events
- closed road tests
- skill tests (eg, motorkhana, navigation, khanacross, autotest, average speed)

(**Note:** at least one special test must be included in the itinerary, otherwise the event is either a rally or a touring assembly and must comply with the regulations for those events.)

Other forms of tests may be carried out in conjunction with the road sections; eg economy tests, observation tests, regularity tests etc.

3.2 Section: A section is a part of the course, bounded by main controls or enter-on-sight controls, which may be nominated as a special test or a combination of special tests, and which may be timed or untimed.

3.3 Special Tests:

3.3.1 Skill tests: Skill tests are tests in which the highest speed or fastest time is not the determinant of section score, eg, median timed, navigation, manoeuvring test (motorkhana, khanacross, auto-test) average speed, observation, regularity, economy test.

3.3.2 Speed tests: Speed tests are tests in which the highest speed or fastest time is the determinant of the section score, eg, hillclimb, lap dash, other speed event, closed road section. A speed test may only be conducted on a track or course for which a current track licence is held.

3.3.3 Test: A test is any activity which leads to a score.

3.3.4 Touring section: A touring section is a competitive section where the route instructions may be fully route charted, or may be in another form. The actual time taken, the actual distance travelled, or another form of measurement is used to calculate any penalty.

3.3.5 Autotest: An autotest is a competition conducted on a sealed surface and involving a timed test of various layouts. An autotest is not, and may not include, a speed event. No straight section of the course may exceed 190 metres in length without a significant change of direction.

Each autotest shall be designed to test the acceleration, braking and general manoeuvrability of the vehicle, the skill and judgement of the driver and the ability of the navigator/co-driver to direct the driver through the correct course. The course for each test shall be indicated by a series of cones/gates as specified in event instructions.

Only one car is allowed on each test at any one time. Whilst competing, all crew members shall wear a safety helmet complying with a standard listed in Schedule D of the NCR (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport) and at least a three-point seat belt which is properly worn and adjusted.

3.4 Median timing: Median timing is a system of scoring in which crews are ranked by their elapsed time on a section, and are then penalised by their difference from the median crew's time.

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The median time is that of the middle crew of the ranking eg, the 10th crew of a field of 19, the halfway time between the 10th and 11th crews of 20. The relationship between the penalty and the time difference for the purposes of producing scores is at the discretion of the organiser, however it must be included in the supplementary regulations.

When median timing is used, competitors must be advised whether roads are closed or not.

4. VEHICLE ELIGIBILITY

All vehicles must comply with the provisions of Schedule R - Requirements for all Rally Cars, except as specifically provided for in these Touring Road Event Regulations.

A **first aid kit** meeting the requirements laid down in Schedule R of the General Requirements for Rally Cars as per "General Requirements for Cars and Drivers" must be carried, except for club events with no closed road tests.

Fire extinguishers are not required for club events which do not incorporate closed road tests or speed events.

Vehicles do not require **blue triangles, additional bonnet catches, catch tanks or tailshaft straps**.

5. EVENT REGULATIONS

5.1 Regulations for Road Sections: The following clauses from the National Rally Code form the regulations for road sections. Organisers may add additional clauses in supplementary regulations provided that they are not in conflict with these clauses, unless specifically permitted below:

1	Definitions	5.3	Compassionate and Related Allowances
2.4	Signs on cars	5.6	Results
2.5	Scrutiny	5.7	Protests
2.7	Number in car	5.8	Advertising
2.8	Insurance	5.9	Overtaking
2.9	Entries	5.10	Outside Assistance
2.10	Teams [excluding (iii) & (iv)]	5.11	Detour and Road Closed Signs
2.11	Starting and Running Order	5.12	Retirements
3	Competitor Instructions [excluding 3.1(vi), (vii), (viii), (ix), (x) and 3.9 (ii)]	5.13	No Vehicle Change (but Clerk of Course may overrule)
4	Controls [excluding 4.10(i), and the word "other" from 4.10(ii)]	6	Event Administration [excluding 6.3 (vii) and (viii)]
5.1	Performance Record	7	Community and Civil Relations
5.2	Penalties [Supplementary Regulations may take precedence over 5.2(iii)]	7.2(ii)	Replace "competitive sections" with "special stages, road sections or navigation sections".

The itinerary and regulations must be designed so that all competitors can easily comply with all relevant traffic laws.

5.2 Regulations for special tests: Regulations for specific tests are set out below. Organisers may propose other kinds of special tests for approval as part of their permit application.

5.3 Skill Special Tests:

5.3.1 Motorkhana: Refer to the following clauses from the National Motorkhana Code:

2.1	Definitions	20	Spectators
3	The Competition	~~5.3.2~~	~~Khanacross. Refer to the following clauses from the Khanacross Regulations.~~
10	Drivers	~~1, .1~~	~~Definitions (excluding prohibition of carriage of navigators or passengers)~~
11	The Procedure	~~2~~	~~Competition~~
12.2, .7, .8, .9, .10	Event Layout	~~3, .1, .2, .3, .6(i)~~	~~Event Layout [excluding reference to a penalty under 13.4(v). Penalties will be as per event supplementary regulations.]~~
13.1, .2, .3, .4	Start and Finish	~~6~~	~~Drivers (excluding 6.2)~~
15.1, .4, .5	Method of Timing	~~10~~	~~Start/Finish (excluding 10.5)~~
16.1, .2, .4	Re-runs	~~12~~	~~Method of Timing~~
18.1	Duties of Officials – ~~Director~~ <u>Clerk of the course</u>	~~14~~	~~Spectators~~

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5.3.2 Khanacross: Refer to the following clauses from the Khanacross Regulations:

1, .1	Definitions (excluding prohibition of carriage of navigators or passengers)
2	Competition
3, .1, .2, .3, .6(i)	Event Layout [excluding reference to a penalty under 13.4(v). Penalties will be as per event supplementary regulations.]
6	Drivers (excluding 6.2)
10	Start/Finish (excluding 10.5)
12	Method of Timing
14	Spectators

5.3.3 Navigation: As per the National Rally Code in "Rally/Road" in the CAMS Manual of Motor Sport, except a navigation section need not have a time allowed applied; however, if there is a time stipulated the maximum average speed allowed to be set is 80km/h.

5.3.4 Speed event special tests: Speed event special tests must comply with the following clauses from the Speed Event Standing Regulations:

1	Definitions
3	Timing
4	Re-runs *(add "or his representative" after "Clerk of Course")*
7	Procedure
8	Method of Scoring
10	Penalties *(can be altered in event regulations)*
12.2(i), (ii), (iii), (iv), (vii)	Vehicles and Drivers *(fuel exemption for historic cars in (iv) does not apply).*
13.4, .5, .6	Organisation

Helmets complying with a standard listed in Schedule D (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport) must be worn during competition in speed event special tests.

5.3.5 Closed road special tests: Timed sections on closed roads may be included as one or more of the Special Tests in Touring Road Events. These tests must comply with the following:

- During competition in closed road sections crew members must wear helmets which comply with the provisions of Schedule D (refer "General Requirements for Cars and Drivers") and all crew members must wear clothing from ankles to neck to wrists. Clothing of flammable synthetic material, such as nylon, is not acceptable. The use of flame retardant apparel which has been homologated by the FIA is strongly recommended.
- Any closed road section must be no longer than 3km. Waivers may be obtained if all the course is visible to the Clerk of Course (or Safety Official in contact with the Clerk of Course) and a special safety plan is approved by the Australian Rally Commission.
- Each section is required to have a dedicated command centre from which the stage commander or clerk of course has direct radio or similar communication with senior officials positioned at intervals of not more than 500 metres along the length of the section.
- A system of recording departures and arrivals must be in place in order to immediately identify any missing vehicle. A first response safety vehicle must be in place at the start of the closed road section.
- Suitable manned medical intervention vehicles are to be available in appropriate locations as determined by the event checker.
- It is strongly recommended that closed road tests be run uphill only.
- The maximum permissible average speed which may be attained by any car in the field on any closed road test is 90km/h, except that where all cars participating in the test are fitted with roll over protection which complies with the provisions of Schedule J (refer "General Requirements for Cars and Drivers") and where all participants hold a National Rally Licence or higher, the maximum average speed permitted is 110km/h.
- For any test for which this average exceeds 90/110km/h as applicable, the test in question is to be cancelled, and no results for it published.
- A recognised competition course checker is to examine all such sections to ensure that any hazards close to the course are removed or properly protected, having regard to the minimal safety equipment normally available on such sections.
- A maximum of two closed road special tests may be conducted in any one day of competition.

The conduct of a closed road test must be in accordance with the following clauses from:

(a) the National Rally Code - 6.3 (i), (ii), (iii), (iv), (v), (vi), and

(b) National Rally Code Appendix A Article 1.9(ii): (a), (d), (e), 1.9(iii): (a), (b), (c), (d) and 1.9(iv).

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- A lecture consistent with the CAMS rally licence lecture which includes any other relevant safety issues shall be conducted at each event incorporating closed road tests prior to them running.

  The event stewards are to inspect all closed road sections, check the clocks and timings, and provide a report to the Rally Manager should any non-compliance with any of the applicable regulations be observed.

5.3.6

(i) Organisers are required to produce diagrams of the planned Autotest/s. Such diagrams are primarily for the use of officials for the purpose of set up of the test (and may be different to those provided to the competitors) and shall be to scale. They shall identify clearly and accurately the location of major features and in particular the permitted spectator locations.

(ii) The Checker (refer Article 7) must check all Autotest venues prior to the event. Spectator and official safety shall be a priority in checking the Autotest.

(iii) All Autotests and other special tests shall be shall be set up and inspected to the satisfaction of the independent checker at least 15 minutes prior to the first vehicle commencing competition.

(iv) People (including spectators and officials) must be behind a suitable protection where Autotests incorporating slaloms or other turns are being run, or otherwise not be situated alongside the competition surface.

(v) The organisers shall ensure all officials shall be fully briefed and signed on prior to the commencement of the Autotest and any other sub-event, noting that often officials unique to that sub-event may have been appointed.

(vi) An emergency plan is required for each Autotest.

(vii) A first aid-trained person, together with an appropriate first aid kit (or other first aid provider such as St John) is required at each Autotest.

(viii) Prior to competition the vehicle that traverses the course beforehand (possibly Zero car) must be clearly identifiable (flashing lights and door signs).

6. LICENCES / LOG BOOKS

All crew members require the appropriate CAMS licence for the event. Vehicle log books will not be required for Touring Road Events, but if a competing vehicle is subject of a log book it must be presented with the vehicle at scrutiny.

7. ADMINISTRATION

The event must have a Course Checker approved by CAMS. The Checker must not have been involved with the planning of the route and the making of instructions beforehand. Notwithstanding the foregoing, the Checker may if necessary come from the same organisation or club as the permit holder.

(**Note: It is preferable for the Checker to be independent.)**

The event should be included on the relevant state or national rally calendar. Applications should be made to the relevant CAMS office by the nominated date in the year prior to the event.

The relevant area co-ordinators must be consulted if any closed road special test is to be conducted.

Organisers must inform all relevant authorities of the event details and obtain any necessary approvals.

Organisers are encouraged to contact the relevant CAMS state office to obtain published guidelines for road event organisers.

8. PERMIT FEES

Permit fees will be as prescribed in Appendix R to the NCR (refer to CAMS website, *www.cams.com.au*).

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