

NATIONAL RALLY CODE
EVENTS GENERAL (NRC EG)

Modified Article	Date of Application	Date of Publication
NRCVG Art 4.10 NOTE: Addition of definition for Fuel permitted as approved by ARCOM on the 20 December 2017.	19/12/2017	17/01/2018
Addition of the contents page.	30/01/2018	30/01/2018

Contents

RALLY / ROAD		Pg.
NRC EG	EVENTS GENERAL	2
NRC SSR	SPECIAL STAGE RALLY:	12
NRC CCR	Cross Country Rally*	
NRC RS	Rallysprint*	
NRC TR	Tarmac Rally*	
NRC RR	ROAD RALLY	33
NRC VG	VEHICLE GENERAL	44
NRC VS	VEHICLE SPECIFIC:	
CCRT	Cross Country Rally Technical Regulations*	
TRT	Tarmac Rally Technical Regulations*	
CRC	Group 3C - Club Rally Cars*	
PRC	Group 3C - Production Rally Cars*	
FIA	FIA Groups*	
N(P)	Group N(P) Regulations*	
CLASSIC	Classic Rally Car Regulations*	
HRC	Historic Rally Car Regulations*	
G2	Group G2 Regulations*	
G4	Group G4 Regulations*	

NOTE*: To view regulations with an asterisk click [HERE](#). Alternatively these can be located on the CAMS site under the CAMS Manual.

Introduction

This section of the CAMS Manual applies to all rallies conducted in Australia, unless specific exemption is authorised by the Australian Rally Commission (ARCom) under delegation from the Board. Organisers may apply to ARCom via their respective State Rally Panel for approval to vary specific provisions before draft Supplementary Regulations are submitted to CAMS Permits at Permits@cams.com.au. ARCom may delegate approval of certain variations to State Rally Panels. In considering such applications, ARCom or its delegate will take into account the need to maintain levels of safety, community relations and fairness and abide by the spirit of the National Rally Code section of the CAMS Manual.

Events General and Vehicles General apply to all rallies and vehicles unless stated otherwise, while Special Stage Rallies and Road Rallies apply to only to those events respectively. Standing Regulations referred to here take precedence over other the National Rally Code where there is any conflict or confusion.

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

Events General (NRC EG)

1. DEFINITIONS

1.1 ALLOWABLE TIME

A potential time penalty which is not imposed by the Clerk of the Course for good and sufficient reason, e.g., compassionate allowance, force majeure.

1.2 "A TO A" TIMING

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

- (a) International: As per the FIA Regulations and Supplementary Regulations for each event.
- (b) Australian Rally Championship and non-International ARC (Manufacturers) events: As per the ARC Sporting and Technical Regulations, and the NRCSSR.
- (c) Other events using A to A Timing: As per the Special Stage Rally NRCSSR.

1.3 "A TO B" TIMING

A to B Timing: A system of timing and Control procedures which, if used, is subject to NRCSSR for Special Stage Rallies and subject to NRCRR for Road Rallies. Under this method of timing, Special Stages and Liaison Stages in Special Stage Rallies and Touring Sections and Transport Sections in Road Rallies are timed independently.

1.4 BRIEFING

A meeting called by the organisers for each Crew and, where required, for officials to give general information relating to the Event.

1.5 BULLETIN

Further Regulations issued after the publication of Supplementary Regulations intended to modify, clarify or complete the Supplementary Regulations. They should be dated and sequentially numbered, and approved by CAMS prior to the commencement of the event or by the panel of Stewards thereafter. These Bulletins so issued then form an integral part of the Event Supplementary Regulations. All competitors are bound by a Bulletin once so issued. Event Organisers may where reasonably possible require that competitors sign or otherwise indicate their acceptance of a validly issued Bulletin as a condition of being further permitted to participate in the Event.

1.6 CHECKER

A person appointed by the State Rally Panel as a senior CAMS official and advisor to the Clerk of the Course, who as a condition of event Permit issue, must be satisfied that the event can be conducted in accordance with the National Competition Rules, the National Rally Code and Public Safety and Control Procedure, Checkers Manuals, the Series Regulations, the Event Supplementary Regulations, any Further Regulations issued for the event and any other requirements of the CAMS administration, State Council or it's executive . The Checker must also ensure that the proposed Route Instructions do, in fact, define the intended route unambiguously, and that on the day of the event, it is safe for the general public, Officials and competitors and is satisfactory from a public relations point of view.

1.7 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(xi).

1.8 CONTROL CARD

The duplicate record of the performance of each Crew at each Control, which is retained by the Control Official.

1.9 CONTROL OFFICIAL/S

An official manning a Control for the purpose of recording data relevant to the performance of Crews and relaying any instruction to each Crew. A Control Official is a "Judge of Fact" with respect to matters relating to any performance of a Crew occurring within the vicinity of their Control.

1.10 CREW

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

1.11 CROSS COUNTRY RALLY

A form of Special Stage Rally conducted over more remote terrain for up to ten days duration, in daylight hours only, with stages up to 300km long, and featuring overnight bivouacs. The format caters more for larger 4WD vehicles normally found in off road racing.

1.12 LATE TIME

The cumulative period of time by which a Crew is late (i.e., exceeds the scheduled times allowed or target times) at Time Controls in a Leg calculated from the beginning of the Leg, excluding time held in Control and all Allowable Time.

1.13 LEG

A selected group of consecutive Sections or stages for which a Late Time limit is usually set.

1.14 MARSHAL/S

The Official/s monitoring the safety of members of the public at a public viewing point, service park, assembly area or ceremonial start or finish.

1.15 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.

1.16 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 following recommendation of the Event Checker, by which CAMS' permission to conduct an event is confirmed.

1.18 PIGGYBACK COMPETITION

A Competition of different status or eligibility criteria to that of the main Competition.

1.19 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.

1.20 QUIET ZONE

Part of a Transport Section or Liaison 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.

1.21 RALLYSPRINT

A form of Special Stage Rally using up to two lengths of road generally no longer than 8 km that may be used as a stage in either direction, making a maximum of four stages that may be attempted up to three times each. Timing and Route Instructions may be varied.

1.22 ROAD RALLY

A Rally conducted on roads open to normal traffic requiring compliance with civil road laws and may include Special Tests on roads closed to normal traffic.

1.23 ROUTE INSTRUCTIONS

Information issued to Crews defining the course and time schedule to be followed.

1.24 SPECIAL STAGE RALLY

A Rally with stages on roads closed to normal traffic linked together with Liaisons on roads generally open to normal traffic.

1.25 TARMAC RALLY

A Rally with stages on roads closed to normal traffic which includes 10km or more of total Target Time distance on tarmac or sealed bitumen or concrete or similar material linked together with Liaisons on roads open to normal traffic.

1.26 TEAM

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

1.27 TIME CARD

The official document held by each Crew upon which is recorded details of the activity of the Crew throughout the Event.

2. ELIGIBILITY AND ENTRY

2.1 COMPETITION LICENCES:

- (a) For licence requirements for competitors, drivers, co-drivers and navigators refer to "General Regulations of CAMS" in the CAMS Manual of Motor Sport.
- (b) 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 (d) and (e). Such driving licences must be presented to the organisers at pre-event documentation and upon request.
- (c) 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.
- (d) The participation of learner drivers in Special Stage Rallies may be permitted on a case-by-case basis where the individuals submit an application form for permission that satisfies the respective rally panel and ARCom (rally@cams.com.au) that they have met all of the following requirements:

- (i) have an extensive record of participation in another discipline of motor sport;
 - (ii) can demonstrate a high-level of competence in car control;
 - (iii) will be accompanied by a co-driver with at least five years' road driving and also five years' rally competition experience;
 - (iv) Meet all other CAMS and civil requirements for licensing (such as lecture, OLT and obtaining a civil Learner's Permit).
 - (v) 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.
- (e) The minimum age for a driver, co-driver or navigator in rallies subject to Article 2.1d) and 2.1f) is as follows:

12 years	Road Rallies that do not involve speed Special Tests
14 years	Other Road Rallies
	Introductory Rallies
	Stage 1 Rallysprint
16 years	For all other Rallies, including Special Stage Rallies, Stage 2 Rallysprint and Tarmac Rallies.

- (f) Notwithstanding Article 2.1(e), the participation of persons under the age of 16 but no less than 14 years as co-drivers/navigators in Special Stage Rallies and Tarmac Rallies may be permitted on a case-by-case basis where the individuals satisfy ARCom that the following requirements have been met:
- (i) The driver of the competition vehicle has at least 5 years' rally competition experience;
 - (ii) They hold a current CAMS Junior Rally Navigator Licence;
 - (iii) The written consent of the applicant's parent(s) or guardian(s) has been received;
 - (iv) The application to ARCom for dispensation is supported by the Rally Panel representing the State or Territory in which the applicant ordinarily resides.

2.2 COMPETITOR GRADING

- (a) The State Rally Panels may publish lists of graded Crew members in accordance with the grades outlined below.
- (b) The organisers may use gradings to distinguish between Crew members for various purposes in any event, e.g., 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 Rally Panel.
- (c) The following grades shall apply:
 - (i) State Recognised: Crew members who may have been competitive in State level and who meet criteria which may be specified by the relevant State Rally Panel.
 - (ii) State Clubman: Crew members who have not been competitive at State Level and no longer qualify for State Novice and who meet criteria specified by the relevant State Rally Panel.
 - (iii) State Novice: Crew members otherwise unclassified.

2.3 NUMBER IN CAR

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

- (b) 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 co-driver in Special Stage Rallies, and one the navigator in Road Rallies.
- (c) 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.
- (d) 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.

2.4 INSURANCE

- (a) Competitors and Crews on signing the entry form shall be deemed to agree to comply with whatever insurance requirements may be laid down by CAMS.
- (b) 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.

2.5 ENTRIES

- (a) The entry form must be approved by CAMS Event Permits (Permits@cams.com.au), and include the official CAMS disclaimer available from www.cams.com.au.
- (b) 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.
- (c) The organisers and promoters will bear no responsibility for any entry form or fee lost, delayed or mislaid in the mail.
- (d) 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.
- (e) Each State Rally Panel 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.

2.6 TEAMS: Where a Teams' prize/s is to be awarded

- (a) Competing Teams must be nominated by a specified time prior to the start.
- (b) The organisers may group any vehicles not nominated in accordance with 2.11(a) into a Team prior to the start of an event.
- (c) Crews may be members of one Team only for each Team award.
- (d) To be eligible for a Teams' prize all cars in that Team must be classified as "Finishers" in the event.

2.7 STARTING AND RUNNING ORDER

- (a) Supplementary Regulations must state the method of establishing the starting order of vehicles, e.g., by ballot, in order of receipt of entries, seeding, prologue etc.
- (b) 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 Special Stage or Touring Section or Special Test before lower graded Crews.
- (c) Conditional entries, if and when they are finally accepted, shall retain their "reserve" competition numbers and shall start in seeded order or, if the starting order is grouped according to grades, from the back of their respective grades.
- (d) The organisers may, at Leg ends or at other suitable Time Controls, dispatch cars in ascending order of penalty, provided this has been provided for in Supplementary Regulations.
- (e) The organisers may hold Crews at any Time Control for such period as deemed necessary so as to close up or spread out the field, or re-arrange the event schedule.
- (f) Should organisers of Road Rallies wish to impose a penalty for late arrival at the start, there must be provision made for competitors to book in at their due start 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 be deemed to have not visited the start Time Control.

3. PERFORMANCE RECORD, SCORING AND RESULTS

3.1 PERFORMANCE RECORD

- (a) The passage and performance of vehicles and Crews through and at the various Controls shall be recorded by Control Officials on the Time Card carried in each vehicle.
- (b) A duplicate record shall be kept by Control Officials on their Control Card.
- (c) The information recorded shall be:
 - (i) times of arrival and/or departure (as applicable)
 - (ii) direction of entry (as applicable)
 - (iii) speed of competing vehicles (as applicable). Refer Article 4.2 below
- (d) It is the Crew's responsibility to ensure that the appropriate entries are made completely and correctly on their Time Card.
- (e) If the competitor's Time Card is lost, or if there are discrepancies between the Time Card and the Control Card, the Control Card may be taken as correct at the Clerk of the Course's discretion.
- (f) 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.
- (g) Obvious errors and/or omissions on the Time Card and/or Control Card can be corrected by the Clerk of the Course after appropriate consultation.

3.2 PENALTIES

- (a) Crew performance shall be reported to the Clerk of the Course by officials of the event. Where the performances incur penalties under the regulations applicable to the event, the Clerk of the Course shall apply the penalties specified herein. Where the regulations state that a penalty is to be considered and applied by the stewards, and there is no steward present at the event, then the Clerk of the Course may apply the penalty instead.
- (b) Competitors found to have committed any of the following offences shall be liable to exclusion by the stewards of the Competition:
 - (i) Observed wilful interference with public and/or Private Property.
 - (ii) Dangerous or drunken driving.
 - (iii) A positive reading by any Crew member from a confirmation test for presence of blood alcohol conducted in accordance with CAMS Alcohol Policy.
 - (iv) Falsification of an entry on road card.
 - (v) Observed movement of a vehicle in contravention of Article 3.9 (b).
 - (vi) Deliberate obstruction as in Article 3.8.
 - (vii) Failure to comply with eligibility requirements.
 - (viii) Wilful interference with posted course markers.

3.3 COMPASSIONATE AND RELATED ALLOWANCES

- (a) The Clerk of the 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.
- (b) The Clerk of the 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.

- (c) Adequate proof of the extent of any delays and of the circumstances causing such delays must be furnished at the following Time Control. The Clerk of the Course is obliged to confirm such claims independently before remitting any penalties.
- (d) There shall be no obligation for Controls to remain open longer than scheduled on account of such delays.

3.4 PLACINGS

- (a) In Special Stage Rallies placings shall be determined in the first instance on the basis of the number of Special Stages completed. Placings amongst competitors who have completed the same number of Special Stages shall be determined on the basis of time penalties applied in accordance with the general scale of penalties as specified in Articles 3.2 and NRCSSR 9.
- (b) In Road Rallies relative placings shall be determined by the application of the penalties prescribed in Articles 3.2 and NRCRR 7. The Crew with the lowest number of penalty points shall be placed first and the others placed in ascending order.
- (c) 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 or Series Regulations may specify methods by which ties may be broken only for the purpose of awarding trophies.

3.5 RESULTS

- (a) The organisers shall publish to all competitors and to CAMS provisional results in detailed form; i.e., vehicle by vehicle and Section by Section or stage by stage.
- (b) The results must show all penalties on all Sections or stages (including deleted Sections or stages) and any penalties which have been excused by the organisers.

3.6 PROTESTS

- (a) NCR 205-208, and Appendix R specify the conditions for protests.
- (b) For the purposes of NCR 208(iv) the Competition is deemed to have finished when the final Control is closed.

3.7 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.

3.8 OVERTAKING

- (a) The signal for requesting the right to overtake shall be either by direct radio or satellite communication if provided for in Supplementary Regulations, or the sounding of the horn or the flashing of headlamps or both.
- (b) The overtaking vehicle has absolute right of way.
- (c) Should a competitor wish to overtake, the overtaken vehicle will allow them to pass immediately by moving to the edge of the roadway and, if necessary, stopping.
- (d) 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 them to pass.

3.9 OUTSIDE ASSISTANCE

- (a) 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.
- (b) 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.

- (c) A vehicle may not progress more than a total of 200m in any one Section or stage of an event with assistance from or attachment to an outside source except as provided in Article 3.9a) above or as a result of manhandling by its Crew.

3.10 “DETOUR” AND “ROAD CLOSED” SIGNS

“Detour”, “Road Closed” and similar signs must be obeyed and the correct route re-joined 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.

3.11 RETIREMENTS

Crews retiring from an Event shall endeavour to notify a Control Official of that fact.

3.12 NO VEHICLE OR ENGINE CHANGE

A Crew must use the one and same vehicle and engine block throughout the event under pain of exclusion.

4. COMMUNITY AND CIVIL RELATIONS

4.1 TRAFFIC REGULATIONS

- (a) On roads open to normal traffic 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.
- (b) On a road open to normal traffic a Competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the Stewards who may impose a penalty.

4.2 LIAISON CONDUCT

- (a) During Transport or Touring Sections or Liaisons Crews may be specifically instructed to drive within a specified speed limit, or quietly, or with some other constraint. 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.
- (b) For passage through a “Quiet Zone” specified in Route Instructions and/or by sign, Crews must not exceed the specified speed limit, or 60 km/h if no limit specified and must drive with not more 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 Articles NRCSSR 9.1k)l)m) and NRCRR 7.2b)v).
- (c) Officials who may be CAMS Observers, and who will be Judges of Fact, may be appointed in any rally 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 civil or Quiet Zone 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.
- (d) Quiet Zones can be indicated at start by a black “Q” on a white background, and at end by a black “Q” with diagonal strikethrough on a white background.
- (e) Where signs are not in place, the commencement and conclusion of Quiet Zones should be at some easily identifiable feature such as an intersection or existing road sign.

4.3 PRIVATE PROPERTY

- (a) The Clerk of the 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.
- (b) Any damage to public or Private Property must be reported to the Clerk of the Course by the Crew responsible and included in the Clerk of the Course post event report to CAMS (Permits@cams.com.au).
- (c) Crews detected causing wilful damage to other people’s property during the course of an event may be excluded at the Clerk of the Course’s discretion, and subject to further action by the Stewards.

4.4 SERVICE VEHICLES AND CREWS

- (a) The Clerk of the Course shall make provision for the movement of service vehicles, for the location of service points throughout the event and for the control of service crews at such areas.
- (b) 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.
- (c) Registered service crews shall be given a set of "Service Crew Instructions" which shall include a list of service points 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 points. A nominal charge may be made for such "Service Crew Instructions" and this charge may be payable with the entry fee.
- (d) The competitors' Route Instructions must include the locations of all service points.
- (e) Supplementary Regulations may provide for stricter control of service crews. 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:
 - (i) a service crew member disobeying a reasonable request of an official;
 - (ii) a service crew member acting in a manner prejudicial to the interest of the sport;
 - (iii) obtaining assistance from unregistered service crew/s within normal service points.
- (f) 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.
- (g) Service crews must at all times obey the Road Traffic Regulations applicable to the event.
- (h) To discourage service crews from speeding during events:
 - (i) the Clerk of the Course may impose lower speed restrictions than the civil limits where necessary to maintain good community relations.
 - (ii) 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
 - (iii) if speeding is reported by the police to the Clerk of the 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.
 - (iv) the competing Crew for which the service crew is registered is responsible for the payment of any fines imposed.
 - (v) 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

4.5 FIRE RISK

- (a) Organisers, officials and Crews are to cooperate with any requests by fire authorities to take measures that will prevent or reduce the likelihood of fire during the bushfire season.
- (b) Control Officials, service crews and the public are to comply with 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.
- (c) The Clerk of the Course may stop a vehicle with a broken exhaust continuing in the event if they believe it constitutes a fire risk.

5. EVENT ORGANISATION

5.1 OFFICIALS

- (a) The NCR 162 requirement for a Chief Timekeeper as an Essential Official does not apply to Rallies conducted according to the National Rally Code.
- (b) Subject to the official receiving a standardised Briefing, meeting the minimum requirements set out by ARCom and signing on as an official:
 - (i) there be no requirement for a Rally Road Closure, SOS point Official or Control Official to hold a CAMS Official's Licence;
 - (ii) the provisions relating to 'supervision' outlined in the National Officiating Program (NOP) do not apply to Road Closure or Control Officials.
- (c) Each other Official shall be licensed in accordance with the National Officiating Program (NOP).

5.2 ODOMETER CHECK

- (a) 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.
- (b) The survey car's odometer reading shall be advised to Crews before the first competitive Section, preferably in Further Regulations.

5.3 EVENT CHECK

A Permit will only be issued to an event organiser on the recommendation of the Checker as part of submission of a pre-event Checker's report to CAMS Permits that records the approval of Supplementary Regulations, running schedule, event maps, set up schedule, service instructions, public viewing instructions, the sighting of approvals from relevant authorities and the on road check of the course and Route Instructions.

5.4 CANCELLATION, ABANDONMENT, TERMINATION OF, OR ALTERATION TO, AN EVENT

- (a) 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).
- (b) In the event of an organisational mistake occurring (e.g., incorrectly located Control), the Section/s or part/s thereof affected may be deleted from the results by the Clerk of the Course.
- (c) 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.
- (d) 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.
- (e) A Special Stage Rally stage or Road Rally Section may be deleted, without prejudice to the right of protest, if disproportionately unequal conditions have been experienced by different competitors.

5.5 COMPETITOR COMMUNICATIONS.

- (a) Organisers are to include in either the road book or Route Instructions as appropriate a list of the emergency numbers for each service provider.
- (b) Organisers must have ready access to mobile phone numbers of competitors and their service Crews and contact numbers for Crew next of kin.

NATIONAL RALLY CODE**SPECIAL STAGE RALLIES (NRC SSR)****Special Stage Rallies (NRC SSR)****1. DEFINITIONS****1.1 CONTROL**

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

- (a) Time Control: A Control located at the start or finish of a Road Section or a Regroup area.
- (b) Special Stage Start Control: A Control located immediately after a Time Control at the start of a Special Stage.
- (c) Special Stage Finish Control: A Control located at the flying finish of a Special Stage, where Crews do not check in.
- (d) Stop Point Control: A Control located after a flying finish for the purpose of recording the finish time on Crew's road card, and under A to B Timing for issuing a start time for the following Liaison.
- (e) Passage Control: A Control located between Time Controls to verify observance of the specified route and/or compliance with the Regulations.

1.2 DURATION OF EVENT

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

1.3 FINISHER

A Crew which finishes an event and so becomes eligible for appropriate placings and awards. To be classified as a Finisher a Crew with vehicle must complete at least 50% of the Special Stage distance of the relevant Competition and not suffer an exclusion penalty.

1.4 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."

1.5 INTRODUCTORY RALLY

A Special Stage Rally which complies with the following criteria;

- (a) maximum duration of four hours,
- (b) timing is to the whole minute, as for Road Rallies,
- (c) no reconnaissance is permitted,
- (d) the event is not part of any series or championship, except for the club championship of the organising club, and
- (e) the maximum number of entries is 40.

1.6 LIAISON (also known as LIAISONSTAGE)

Part of a Special Stage Rally between two successive Time Controls that is not Special Stage

1.7 NEUTRALISATION PERIOD

Time during which the Crews are stopped by the rally organisers for whatever reason and where Parc Fermé rules apply.

1.8 PARC FERME

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

1.9 POSITIVE TRACKING

- (a) 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.
- (b) 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.

1.10 REGROUP

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 a Regroup may vary for individual Crews.

1.11 OBSERVER

An official who records the passage of Crews on the specified route of a Special Stage.

1.12 ROAD SECTION (also known as ROAD STAGE)

Part of a Special Stage Rally between two successive Time Controls.

1.13 SECTION

That part of the event:

- (a) between the start and the first Regroup halt,
- (b) between two successive Regroup halts,
- (c) between the last Regroup halt and the end of a Heat/Leg.

1.14 SPECIAL STAGE

Part of a Special stage Rally conducted on roads closed to normal traffic on which the time taken, to the second or less, is applied as a penalty. Route Instructions must define the intended route unambiguously.

1.15 SUPER SPECIAL STAGE

- (a) A Special Stage organised primarily for publicity purposes.
- (b) 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 ARCom at rally@cams.com.au 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.
- (c) The road surface of the Super Special Stage is not limited.
- (d) 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.

1.16 TARGET TIME

Under A to A Timing, the time allowed to complete a Road Section, and under A to B Timing, the time allowed to complete a Liaison or 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.

2. ROUTE INSTRUCTIONS

2.1 COURSE

- (a) The Route Instructions describe the course that must be followed. Any deviation from this course or travelling in the opposite direction to that described, that is reported by an official will be transmitted to the Stewards who may impose a penalty up to exclusion if they decide that there is no case for force majeure.

2.2 CAUTIONS

- (a) Wherever the word “caution” is used in an instruction, its degree shall be indicated by the use of exclamation marks.
- (b) 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. A red triangle sign may be displayed as an alternative to a single exclamation mark.
- (c) Two exclamation marks (!!) indicate a situation where damage to a vehicle or Crew could result from negotiating the hazard at speed. This indication shall be used in conjunction with the instruction “caution”.
- (d) Three exclamation marks (!!!) indicate a severe hazard which cannot be negotiated without a significant reduction in speed. This indication shall be used in conjunction with the instruction “extreme caution”.
- (e) Whenever exclamation marks are used in a diagram, the instruction must describe the hazard.
- (f) 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 as red or black exclamation marks on a white background.

2.3 ABBREVIATIONS

The following abbreviations taken in context may be used in route instructions:

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

NOTES:

- (a) “Caution”, “Proceed with Caution”, “Out of Bounds”, “End of Section” and “Railway Crossing” should not be abbreviated.
- (b) “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.

2.4 ROAD BOOK

- (a) The road book 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 and Road Sections and their distances, times etc (see Appendix C: Standard Itinerary);
 - (A) an overall map of the event;
 - (B) an explanation of the symbols used (see Appendix A: Standard Tulip Information);
 - (C) a description of the emergency procedure;

- (D) 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 the Course;
- (iii) At the rear of the road book must appear an incident sheet for reporting damage to property, other vehicles and personal injury.
- (iv) Each page of the road book 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.
- (v) Instructions for each Special Stage shall be preceded by a page showing a map of the stage, together with the stage name and number.
- (vi) An area reserved for a summary and previous records for that Special Stage is optional.
- (vii) Each first page of stages must include the following information:
 - (A) Special Stage if applicable and Time Control numbers.
 - (B) Page number.
 - (C) Stage name (if applicable).
 - (D) Distance.
 - (E) Average speed.
 - (F) Target Time.
 - (G) Leg and Section number.
- (viii) Each subsequent page of stages must include the following information:
 - (A) Special Stage if applicable and Time Control numbers.
 - (B) Page number.
 - (C) Leg and Section number.
- (ix) Each page of the road book shall be consecutively numbered in the upper right hand corner.
- (x) Each piece of stage information will be numbered and separated from the next by a horizontal line. The numbering will start at (1) at each Time Control.
- (xi) Closely related information (i.e., within distances of 200m) will not be separated by a horizontal line, 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.
- (xii) Information less than 100m apart shall be combined in the one instruction and tulip in the form: TR 50m KR.
- (xiii) There shall be five columns of information titled as follows:
 - (A) total or cumulative distance (abbreviated TOT);
 - (B) part or intermediate distances (abbreviated PART);
 - (C) the TULIP;
 - (D) the INFORMATION needed to traverse the course;
 - (E) the reverse cumulative (abbreviated REV).
- (xiv) 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.
- (xv) 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 either crossed out or in brackets.
- (xvi) For Special Stages the Tulip column must be shaded.

- (xvii) The vertical line/s between the “Tulip” and “Information” columns shall be filled in with black where the road surface is gravel and shall be left blank (white) where the surface is tarmac or sealed.
- (xviii) The largest practical typeface must be used (for greatest clarity).
- (xix) Tulip line thickness must be at least 1.5mm.
- (xx) There should be not more than six instruction boxes per page.
- (xxi) 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.

3. TIMING

3.1 TIMING INCREMENTS

- (a) Timing increments will be as follows
 - (i) Special Stages: to the elapsed second or, for ARC events and other events where specified in the Supplementary Regulations, 1/10th of a second.
 - (ii) Time Controls: to the minute.
- (b) 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.

3.2 A TO B TIMING

- (a) The system of timing and Control procedures in these regulations is known as A to A Timing. An alternative system, A to B Timing may be preferred where a predictable schedule is important, Special Stages are very long or there is a big range between fastest and slowest cars.
- (b) The same regulations apply except that a Target Time is allowed to complete a Special Stage, beyond which Late Time accrues and a Target Time is allowed to complete the Liaison Stage from the Stop Point to the next Time Control.
- (c) The start time for the Liaison Stage shall be the same as for the finish time for the preceding Special Stage, disregarding the seconds. Crews may leave the Stop Point as soon as all necessary paperwork is completed.
- (d) A Stop Point is considered a Time Control for the purposes of Late Time in Article NRCSSR 7.

3.3 TIME CARD (REFER TO APPENDIX D FOR STANDARD TIME CARD)

- (a) 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.
- (b) Each Crew is solely responsible for its Time Card and all entries made thereon.
- (c) The Time Card must be available for inspection on demand, especially at Controls where it must be presented for entry thereon.
- (d) The absence of or incorrect order of an entry from any Control or the failure to hand in the Time Card at any Control (time, passage or Regroup), will result in exclusion of the Crew concerned by the Clerk of the Course.
- (e) 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 Control Official at the correct time, and to check that the time is correctly entered.
- (f) The Control Official is the only person allowed to enter the time on the Time Card, by hand or by means of a print-out.

3.4 START OF THE RALLY

- (a) The provisional and actual time of the start will appear on each Crew's Time Card
- (b) Cars will start at two-minute intervals unless otherwise approved by ARCom at rally@cams.com.au. However, for all competitors in any one stage, intervals may be increased equally, at the discretion of

the Clerk of the Course, where possible with the approval of the Stewards, if extremely dusty conditions exist, especially at night.

- (c) 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 4.3a)x) or 7a). Any crew reporting more than 30 minutes late shall be excluded from the rally.
- (d) If they report within the 30 minutes Late Time limit, the actual starting time shall be entered on the Time Card. The minimum interval between cars must be respected.
- (e) 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.
- (f) Hours and minutes will always be shown thus: 00.01 to 24.00; only the minutes which have elapsed will be counted.

4. CONTROLS

4.1 GENERAL PROVISIONS

- (a) All Controls, i.e., Time Controls, Passage Controls, start and finish of Special Stages, Regroup and neutralisation Control areas, are indicated by boards as described under the relevant Control type and in Appendix B.
- (b) The time a Crew is stopped within any Control area must not exceed the minimum time necessary for carrying out Control operations.
- (c) It is strictly forbidden, under pain of exclusion:
 - (i) to enter a Control area in any direction other than that described in Route Instructions;
 - (ii) to re-cross or re-enter a Control area once checking-in has taken place at this Control. Crews must check in the correct sequence of Controls and in the direction described in Route Instructions.
- (d) 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 Control Officials may not offer Crews any information on their target check-in time.
- (e) Controls shall be ready to function for the passage of course cars as per the course car schedule. Unless the Clerk of the Course decides otherwise, Controls will cease to operate 15 minutes after the Target Time for the last Crew, plus exclusion (late) time.
- (f) Crews are obliged to follow the instructions of the Official in charge of any Control. Failure to do so may lead to exclusion at the discretion of the Stewards of the Meeting.

4.2 PASSAGE CONTROLS

The beginning of the Passage Control area will be marked by the Passage Control [Boundary] sign – stamp on yellow background. The Control point will be marked by the Passage Control [Actual] sign - stamp on red background, with the End of Control Zone sign to indicate the end of the Control area. At Passage Controls, the Control Official must simply sign or stamp the Time Card as soon as this is handed in by the Crew, without mentioning the time of passage.

4.3 TIME CONTROLS

At Time Controls, the Control Official shall mark on the Time Card the time at which the card is actually handed to the Control Official. 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.

- (a) Check-in procedure:
 - (i) The check-in procedure begins the moment the vehicle passes the Time Control [Boundary] sign – a clock on a board with a yellow background. 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.
 - (ii) Between the Time Control [Boundary] sign and the Control at a distance of approximately 25m marked by the 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.

- (iii) The target check-in time calculated by the Crew is the time obtained by adding the Target Time for a Road Section to the start time for this Road Section, the time being expressed as minutes.
 - (iv) 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.
 - (v) The check-in time will be the exact moment at which one of the Crew members hands the Time Card to the Control Official.
 - (vi) Then, either by hand or by means of a print-out device, the Control Official will mark on the Time Card the actual time at which the card was handed in and nothing else.
 - (vii) The Crew does not incur any penalty for lateness if the act of handing the card to the Control Official takes place during the target check-in minute.
 - (viii) 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.
 - (ix) 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".
 - (x) Any difference between the actual check-in time and the target check-in time shall be penalised as follows:
 - (A) For late arrival: five seconds per minute or fraction of a minute.
 - (B) For early arrival: 60 seconds per minute or fraction of a minute.
 - (xi) 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.
 - (xii) 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 Control Official 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.
 - (xiii) 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.
- (b) Departure Procedure:
- (i) 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.
 - (ii) The limit of the Time Control is marked by an End of Control Zone sign (three diagonal black stripes on a beige background) positioned approximately 25m after the Time Control.
 - (iii) If the next Road Section starts with a Special Stage, the Control Official 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. The minimum interval between vehicles must be respected.
 - (iv) Immediately after checking-in at the Time Control the competing car is to be driven to the Control for the start of the Special Stage.

4.4 REGROUP CONTROLS:

- (a) Regroup Controls may be set up along the route. Procedures at Regroup Controls are as per Time Controls.
- (b) 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.

- (c) Upon arrival at Regroup Controls, 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*.

5. SPECIAL STAGE PROCEDURE

5.1 STARTING OF SPECIAL STAGES

- (a) All Special Stages will begin with a standing start with the car placed on the starting line indicated by a Special Stage Start sign—a black or clear flag on a red background, followed by an End of Control Zone sign (three diagonal black stripes on a beige background) positioned approximately 25m later..
- (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 Regulation will result in a penalty of up to and/or inclusive of exclusion, at the discretion of the Stewards.
- (c) When the car with its Crew on board has stopped at the starting line, the Official will enter the time scheduled for the start of the car in question on the Time Card (hour and minute), which will usually correspond to the provisional starting time for the road Section, and hand it back to the Crew and will commence the start procedure. The minimum interval between cars must be respected.
- (d) Start Procedure:
- (i) 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).
 - (ii) Manual: the start official 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.
- (e) Any Crew refusing to start in a Special Stage on the time and in the position allocated to it must be 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, whether the stage is run or not.
- (f) In the event of a late arrival at the starting line through the fault of a Crew, the Control Official will advise a new start time. A report must be submitted to the Clerk of the Course in order to apply a penalty of one minute per minute or fraction of a minute late.
- (g) If, through the fault of the Crew, the time entry cannot be made at the start line a report must be submitted to the Clerk of the Course in order to apply a penalty of exclusion.
- (h) A false start, particularly one made before the start signal has been given is penalised as follows:
- (i) first offence – 10 seconds;
 - (ii) second offence – one minute;
 - (iii) third offence – three minutes;
 - (iv) subsequent offences – as determined by the stewards, and
- (i) 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.

5.2 FINISH OF SPECIAL STAGES

- (a) All Special Stages will end with a flying finish.
- (b) A Special Stage Finish (Warning) sign – a chequered flag on a yellow background, will be positioned approximately 100m prior to the Special Stage Finish (Actual) sign a chequered flag on a red background.
- (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 – i.e., 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 Officials immediately, the latter will only sign the Crew's Time Card and the time will be entered at the next opportunity.
- (g) If, through the fault of the Crew, the time entry cannot be made at the finish (Stop Point), a five minute time penalty is to be applied.
- (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.

5.3 EMERGENCY PROCEDURE

- (a) 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.
- (b) 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.
- (c) Any Crew which is able to but fails to comply with this rule will be reported to the stewards who may impose penalties.
- (d) In the 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 at least the three following vehicles and to any helicopter attempting to assist.
- (e) The road books shall contain a page outlining the emergency procedure.
- (f) 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.
- (g) 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.
- (h) Failure to display either or both these signs as appropriate may result in a report to the stewards and disciplinary action being taken.
- (i) 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.
- (j) 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.

5.4 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 Regulation shall apply only to competitors in the first Competition.
- (f) 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.

- (g) 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.
- (h) 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.

5.5 PRESENCE ON SPECIAL STAGES OF CAMS OFFICIALS

- (a) 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:
 - (i) 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).
 - (ii) 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 sweep car to pass before continuing.

5.6 CONTROLLED SPEED ON SPECIAL STAGES

- (a) Organisers may wish to control competitor speed on a Special Stage due to concerns about road conditions, terminal speeds, or environmental or social impacts. This can be achieved with the following options:
 - (i) Restricted Speed Zone (RSZ): Competitors must not exceed a specified speed limit for a specified length of road. Signs must be used to indicate the start and finish of the RSZ. Average speed may be measured by CAMS approved radar speed measuring device, GPS tracking device in the car, or by recording time of entry to and exit from the RSZ. Penalties are:
 - (A) Exceeding specified maximum speed by up to 5 km/h - 1 second per second gained.
 - (B) Exceeding specified maximum speed by 5 to 10 km/h – 2 seconds per second gained.
 - (C) Exceeding specified maximum speed by more than 10 km/h – 5 seconds per second gained.
 - (ii) Timed Restriction Zone (TRZ): Competitors must not take less than a specified time to traverse a specified length of road. They may also be given a maximum time to create a time window for traversing the TRZ. Signs must be used to indicate the start and finish of the TRZ. Time taken through the TRZ may be measured by GPS tracking device in the car, or by recording time of entry to and exit from the TRZ. The actual time taken, or the specified time can be subtracted from the Special Stage time taken to remove the TRZ from the stage time. The penalty for taking less than the specified time is to be stated in Supplementary Regulations.
 - (iii) Virtual Chicane (VC): Competitors must achieve a specified minimum speed limit at some point within a specified length of road of at least 200m. Signs must be used to indicate the start and finish of the VC. Approach warning boards are to be erected at 300m, 200m, and 100m before the VC zone. Minimum speed may be measured by CAMS approved radar speed measuring device or GPS tracking device in the car. It is the competitor's responsibility to achieve the minimum speed in the event of a supplied GPS tracking device failing to operate correctly. Penalties are:
 - (A) Lowest speed in Zone less than 5 km/h over the limit - 5 secs.
 - (B) Lowest speed in Zone between 5 and 10 km/h over the limit - 15 secs.
 - (C) Lowest speed in Zone more than 10 km/h over the limit - 60 secs.

The Stewards may determine such other penalties as may be deemed fit, in addition to the penalties outlined above.
 - (iv) Maximum Speed: Competitors must not exceed a specified maximum speed on a Special Stage. Speed may be measured by a GPS tracking device in the car. The penalty for exceeding the specified maximum speed is to be stated in Supplementary Regulations and must at least match the time advantage gained.

6. PARC FERME

6.1 GENERAL

- (a) Nobody, except any official 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 Regroup does not exceed 15 minutes, Crews may remain in this Regroup.
- (d) When leaving a Parc Fermé at the start, Regroup halt or end of Leg/Heat, the Crew shall be allowed to enter the Parc Fermé 10 minutes before their due starting time. During this time, the Crew will be permitted to prepare themselves and move the car to the exit of 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:
 - (i) From the moment they enter a starting area a Regroup or an end of Leg/Heat, until they leave one of these.
 - (ii) From the moment they enter a Control area until they leave it.
 - (iii) From as soon as they reach the end of the rally until the time for lodging protests has expired (refer NRCEG 3.6) and relevant sporting regulations. (Consultation with the Stewards of the Meeting may be necessary 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 a Parc Fermé (i.e., from the Yellow Sign at the entry to the Beige Board at the exit).

6.2 REPAIRS IN PARC FERME

- (a) While the vehicles are subject to the Parc Fermé rules, the opening of the bonnet, except as allowed under 6.2a)ii)B), or any repairs or refuelling are strictly forbidden, under pain of exclusion, except in the following cases.
 - (i) 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. Where a car is not repaired to the satisfaction of the scrutineers by the due start time, a new start time will be allocated.
 - (ii) Under the supervision of an official, the Crew may, while in the Parc Fermé;
 - (A) Have a new windscreen fitted with the possible assistance of up to three persons. If in order to fit a new windscreen it is necessary to straighten the bodywork or safety cage structure, Article 6.2a) i) will apply.
 - (B) May open the bonnet and start the engine by means of an external battery. This battery must not then be taken on board the car.

7. EXCLUSION (LATE TIME LIMITS)

- (a) 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.
- (b) In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion.
- (c) The exclusion time may be increased at any point by the Stewards of the Meeting, following a recommendation from the Clerk of the Course.
- (d) The Crews concerned shall be informed of this decision as soon as possible.
- (e) 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.

8. REJOINING EVENTS

- (a) If provision is made in the Championship, Series or Supplementary Regulations, any elements of the National Rally Code which may otherwise prevent a competitor from re-joining 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 re-join the event at a subsequent Service Out or Regroup Out Control, provided that the following conditions are met:
 - (i) the Crew advise a CRO of their intention to re-join the event;
 - (ii) the vehicle is inspected by a Scrutineer who subsequently authorises the vehicle to re-join;
 - (iii) the vehicle re-joins prior to the passage of the Sweep Vehicle.
- (b) To re-join an event on a subsequent day, the car must be placed in overnight *Parc Fermé* at least six hours prior to the scheduled time of departure of the first car on the applicable day.
- (c) 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.
- (d) For any stage missed a Crew will be allocated a time equal to the slowest time on the stage plus 30 seconds.
- (e) Crews may re-join at the final Control providing that the vehicle is under its own power and that normal Control procedures are followed.
- (f) Crews missing one or more Special Stages or who fail to complete one or more Road Sections will be classified behind those Crews who have completed the entire course and then in order of the number of Special Stages completed and the lowest total times within each group of Crews completing the same number of Special Stages.
- (g) To be classified, the re-joining Crew must have completed at least 50% of the competitive distance of the relevant Competition.

9. PENALTIES

9.1 GENERAL SCALE OF PENALTIES

- (a) The times recorded by the Crews in each Special Stage, expressed in hours, minutes and seconds or tenths of a second (Art. 5.2h)).
- (b) Late arrival at start of rally, or Leg/Heat or Section by more than 30 minutes – exclusion (Art. 3.4c)).
- (c) Late arrival at Time Control including start of rally – 5 seconds per minute or fraction of a minute (Art. 4.3a) x) A)).
- (d) Early arrival at Time Control – 60 seconds per minute or fraction of a minute (Art. 4.3a) x) B)).
- (e) False start of a Special Stage before start signal (Art.5.1h)):
 - (i) First offence - 10 seconds
 - (ii) Second offence – 1 minute
 - (iii) Third offence – 3 minutes
- (f) If, through the fault of the Crew, the time entry cannot be made at the start line - exclusion (Art. 5.1g)).
- (g) Stopping between the yellow warning sign and the stop sign – exclusion (Art. 5.2d)).
- (h) If, through the fault of the Crew, the time entry cannot be made at the finish (Stop Point) - five minute (Art. 5.2g)).
- (i) Enter a Control area in any direction other than that described in Route Instructions – exclusion (Art. 4.1 c) i)).
- (j) Re-cross or re-enter a Control area once checking-in has taken place at this Control, or out of sequence. - exclusion (Art. 4.1 c) ii)).
- (k) Exceeding Quiet Zone or civil speed limits by up to 30 km/h above the relevant limit (NRCEG 4.2b)):
 - (i) First offence: \$200 fine

- (ii) Second offence: five minutes
- (iii) Third offence: exclusion
- (l) Exceeding Quiet Zone or civil speed limits by greater than 30 km/h above the relevant limit (RMEG 4.2b)):
 - (i) First offence: \$200 fine plus five minute penalty
 - (ii) Second offence: exclusion.
 - (iii) The number of offences means the number detected during the event, irrespective of speed.
- (m) Exceeding Restricted Speed Zone Limit on a Special Stage (Article 5.6a i)):
 - (i) By up to 5km/h: 1 second per second gained
 - (ii) By 5 to 10 km/h: 2 seconds per second gained
 - (iii) By more than 10 km/h: 5 seconds per second gained
- (n) Failing to achieve specified minimum speed limit within a Virtual Chicane(Article 5.6a iii)):
 - (i) Lowest speed in Zone less than 5 km/h over the limit - 5 secs
 - (ii) Lowest speed in Zone between 5 and 10 km/h over the limit - 15 secs
 - (iii) Lowest speed in Zone more than 10 km/h over the limit - 60 secs.

The Stewards may determine such other penalties as may be deemed fit, in addition to the penalties outlined above.

9.2 PENALTIES DETERMINED BY STEWARDS

- (a) Competitors found to have committed any of the following offences shall be subject to penalties determined by the stewards following a report from the Clerk of the Course:
 - (i) Traversing a Quiet Zone with excessive noise.
 - (ii) Failure to report accidental damage in contravention of Article NRCEG 4.3 b).
 - (iii) Failure to obey any reasonable instruction of an official.
 - (iv) Acting in a manner detrimental to the interests of the sport in the opinion of the Clerk of the Course (including breaches of Motor Traffic Regulations).
 - (v) Breaches of regulations not otherwise provided for.

10. EVENT ORGANISATION

10.1 MEDICALSERVICES

- (a) Any Special Stage Rally below National level shall in addition to a Medical Response Plan prepared in accordance with CAMS General Regulations Medical Services/Requirements Attachment B, have a safety plan which includes the following:
 - (i) Location of rally headquarters.
 - (ii) Names and contacts for all key officials, including safety officer and emergency contact phone number.
 - (iii) Addresses and phone numbers of various emergency services and hospitals.
 - (iv) Full event itinerary.
 - (v) Vehicle tracking procedures.
 - (vi) Communication arrangements with each stage.
 - (vii) Stage maps including evacuation routes.
 - (viii) Medical Intervention Vehicle locations and planned movements.
 - (ix) Meet points and other arrangements with civil ambulance services.

- (b) At least one Ambulance or Medical Intervention Vehicle is to be provided. The vehicle must have a Crew, apart from the driver' with at least one first aid qualified in basic life support competencies, and preferably trained as a primary response paramedic. The vehicle should be appropriately equipped for initial assessment, treatment and transport of minor injury patients, with a comprehensive medical kit and at least two 9kg fire extinguishers. It is recommended that such vehicles and Crew are located such that an incident site on any Special Stage can be accessed within 30 minutes.

10.2 STAGE MANAGEMENT

- (a) A "Stage Commander", shall be designated as responsible to the Clerk of the Course for the management of one or more Special Stages.
- (b) All roads must be 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.
- (c) 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.
- (d) 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 the passage of the last competitor and sweep car on the duplicated portion on the earlier Special Stage.
- (e) Where bitumen roads are used on Special Stages, the total length of bitumen surface must be stated in Supplementary Regulations or Further Regulations.

10.3 COURSE CARS

- (a) A set of cars must traverse the course before competition commences.
- (b) Radio or phone communications must be in place between Clerk of the Course, Stage Commander and course cars.
- (c) 000 car is to start each stage approximately 60 minutes before the first competitor and ascertain that the stage is secure and ready to run with all officials in place and ready to receive competitors, Control boards and course signs and barriers are in correct location and public viewing points are set up to plan.
- (d) 00 car starts each stage approximately 40 minutes before the first competitor, contains the event Checker and is a CAMS double check that the stage is secure and ready to run. Competition cannot commence until the Checker, generally in 00, is satisfied that the stage is secure and ready. 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 Liaison conditions. 000 and 00 duties may be combined into 00 car.
- (e) 0 car is to start each stage 10 minutes before the first competitor and provides a warning to officials and the public that the first competitor is due soon.
- (f) A sweep car is to start each stage closely following the last competitor and account for all competitors and collect all paperwork at Time Controls. Sweep may be accompanied by a recovery car to extract stranded competitors.

10.4 PUBLIC VIEWING CONTROL

- (a) An event shall provide at least one public viewing point conforming to the minimum requirements below from which rally cars can be viewed in competition.
- (b) A person must be designated to be responsible to the Clerk of the Course for event public viewing control.
- (c) Public viewing instructions must be issued that include:
 - (i) The standard CAMS disclaimer and advice on public safety outlined in the current version of the CAMS Rally Public Safety and Control Procedures.
 - (ii) For each public viewing point, a diagram showing: parking areas, public viewing access tracks and paths, designated viewing areas and their limits, No go areas where the public are not to be located, controlled crossings (if used), direction of competitor traffic, and toilet.

- (iii) Where any Super special, town or similar stages are proposed a plan of the area showing public safety control and protection measures must be submitted to ARCom at CAMS National Office six weeks prior to the event.
- (d) At each public viewing point:
 - (i) The access route must be clearly marked.
 - (ii) The area in which the public may view the rally is to be clearly defined with bunting or tape or mesh.
 - (iii) There must be a clearly identified public viewing point Marshal in charge, who has communication with rally headquarters or the Stage Commander by two-way radio or mobile phone.
 - (iv) Public Viewing Point Marshals must be readily identifiable, equipped with a whistle or horn to warn of approaching rally cars, and if the rally is at night, a suitable torch.
 - (v) Where the public must cross the rally route to access the viewing area, access will be via a controlled crossing, manned by a Marshal.
- (e) Further guidance information on public safety control can be found in CAMS Rally Public Safety and Control Procedures.

10.5 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.

11. PASSENGER RIDE ACTIVITY REQUIREMENTS

Any non-Competition activities such as shakedown, media rides, sponsor rides, practice and testing, involving passengers that are not Crew are to be conducted in accordance with the CAMS Motorsport Passenger Ride Activity Policy.

12. RALLYSPRINT (NRCRS)

See Rallysprint Standing Regulations

13. CROSS COUNTRY RALLY (NRCCR)

See Cross Country Rally Standing Regulations

14. TARMAC RALLIES (NRC TR)

See Tarmac Rally Standing Regulations

Special Stage Rallies

Appendix A – STANDARD TULIP INFORMATION

(M, P and T signs to be replaced by FIA symbols)

GATE Shows how it opens		HUMP or JUMP		MAIN CONTROL	
WIRE GATE		GUTTER		PASSAGE CONTROL	
GATEWAY		RUT		TIMING MARKER	
GRID		ROCKS		CLEARING	
BRIDGE		HOLE		FENCE	
CAUSEWAY		BANK		RAILWAY CROSSING	
CULVERT		DROP		FIRE TOWER	
FORD		LOG		HOUSE or SHED	
SIGNPOST Shows how it points		PROTRUDING BRANCH		FROM GRAVEL TO BITUMEN	
SPEED LIMIT SIGN		CREST		FROM BITUMEN TO GRAVEL	

Special Stage Rallies

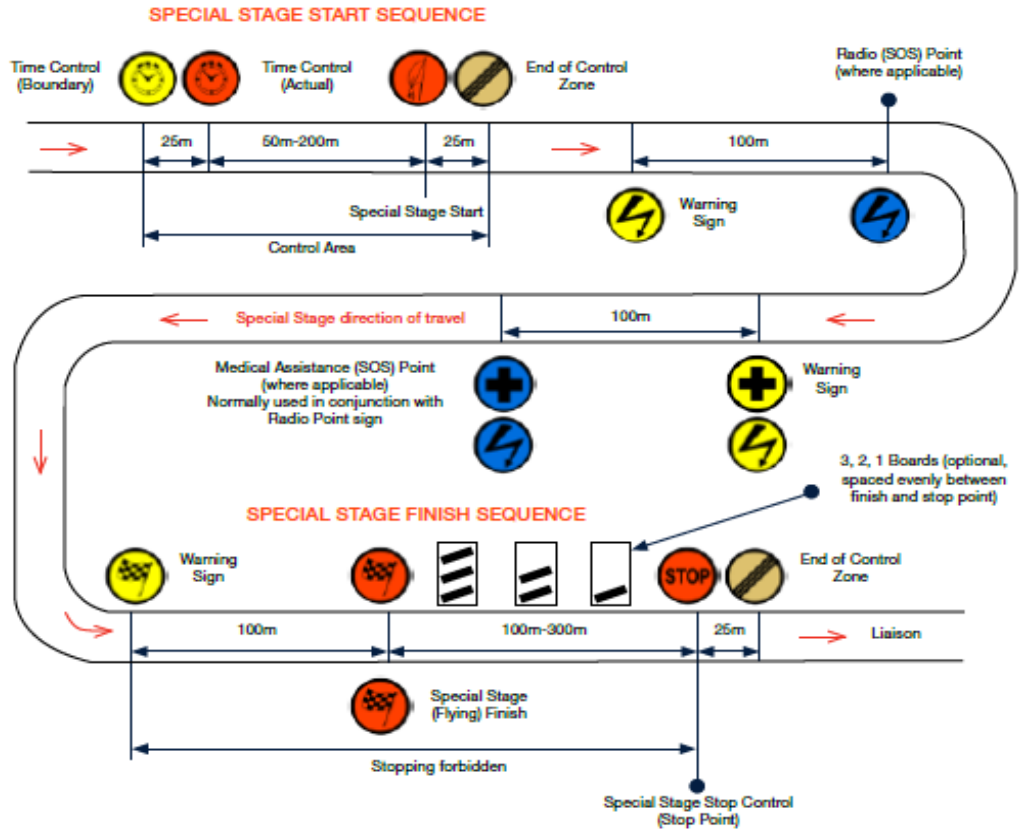
Appendix B – FIA RALLY SIGNS



NOTE: The diameter of the symbol on each sign shall be approximately 70cm.

RALLY CONTROL SIGNS IN USE

This diagram details the layout of the most common signs found on a rally special stage.



Special Stage Rallies

APPENDIX C STANDARD ITINERARY

ARC RALLY 2016

START								Friday < date >		(sunset 1756 hrs)
TC	Location	SS Distance	Liaison Distance	Total Distance	Time Allowed	1st Car due				
SS	Ceremonial Start					16:30				
Heat 1 - Saturday < date >								(sunrise 0511hrs, sunset 1756 hrs)		
0	Rally Start					8:00				
RZ	Refuel < location >									
1	Distance to next refuel	(33.32)	(63.21)	(96.53)						
1	Eastbank Forest Rd		19.93	19.93	0:30	8:30				
SS1	Bucca I	20.85				8:33				
2	Upper Cornidl Rd		26.95	47.80	0:50	9:23				
SS2	Sherwood I	12.47				9:26				
2A	Service In		16.33	28.80	0:30	9:56				
Remote Service A < location >		(33.32)	(63.21)	(96.53)	0:10					
2B	Service Out					10:06				
RZ	Refuel < location >									
2	Distance to next refuel	(29.06)	(22.84)	(51.90)						
3	Gentle Annie Rd		5.44	5.44	0:12	10:18				
SS3	Gentle Annie I	23.36				10:21				
4	Settles Rd		2.16	25.52	0:30	10:51				
SS4	Settles I	5.70				10:54				
4A	Coffs Regroup In		15.24	20.94	0:25	11:19				
	Regroup A				0:20					
4B	Regroup Out / Service In					11:39				
Service B < location >		(29.06)	(22.84)	(51.90)	0:30					
4C	Service Out					12:09				
RZ	Refuel < location >									
3	Distance to next refuel	(33.32)	(63.21)	(96.53)						
5	Eastbank Forest Rd		19.93	19.93	0:30	12:39				
SS5	Bucca II	20.85				12:42				
6	Upper Cornidl Rd		26.95	47.80	0:50	13:32				
SS6	Sherwood II	12.47				13:35				
6A	Service In		16.33	28.80	0:30	14:05				
Remote Service C < location >		(33.32)	(63.21)	(96.53)	0:10					
6B	Service Out					14:15				
RZ	Refuel < location >									
2	Distance to next refuel	(29.06)	(22.84)	(51.90)						
7	Gentle Annie Rd		5.44	5.44	0:12	14:27				
SS7	Gentle Annie II	23.36				14:30				
8	Settles Rd		2.16	25.52	0:30	15:00				
SS8	Settles II	5.70				15:03				
8A	Service In		15.24	20.94	0:30	15:33			E	
Service D < location >		(29.06)	(22.84)	(51.90)	2:00					
8B	Service Out / Parc Ferme In					17:33			E	
Totals		124.76	172.10	296.86						

ARC RALLY 2016



Heat 2 - < date >							(sunrise 0510hrs, sunset 1757 hrs)
TC	Location	SS Distance	Lialson Distance	Total Distance	Time Allowed	1st Car due	
8C	Parc Ferme Out / Service In					7:00	
Service E < location >					0:20		
8D	Service Out					7:20	
RZ	Refuel < location >						
4	Distance to next refuel	(29.17)	(46.46)	(75.63)			
9	Shipmans Road		38.55	38.39	0:40	8:00	
SS9	Shipmans I	29.17				8:03	
9A	Service In		7.91	37.08	0:40	8:43	
Remote Service F < location >		(29.17)	(46.46)	(75.63)	0:10		
9B	Service Out					8:53	
RZ	Refuel < location >						
5	Distance to next refuel	(24.98)	(56.99)	(81.97)			
10	Brooklana		7.05	7.05	0:15	9:08	
SS10	Brooklana I	12.48				9:11	
11	Cascade		9.96	22.44	0:30	9:41	
SS11	Ulong I	12.50				9:44	
11A	Regroup In		39.98	52.48	1:00	10:44	
	Regroup B				0:20		
11B	Coffs Regroup Out / Service In					11:04	
Service G		(29.58)	(56.99)	(81.97)	0:30		
11C	Service Out					11:34	
RZ	Refuel < location >						
6	Distance to next refuel	(24.98)	(46.46)	(75.63)			
12	Shipmans Road		38.55	38.39	0:40	12:14	
SS12	Shipmans II	29.17				12:17	
12A	Service In		7.91	37.08	0:40	12:57	
Remote Service H < location >		(29.17)	(46.46)	(75.63)	0:10		
12B	Service Out					13:07	
RZ	Refuel < location >						
7	Distance to next refuel	(24.98)	(57.08)	(82.06)			
13	Brooklana		7.05	7.05	0:15	13:22	
SS13	Brooklana II	12.48				13:25	
14	Cascade		10.05	22.53	0:30	13:55	
SS14	Ulong II	12.50				13:58	
14A	Regroup In		39.98	52.48	1:00	14:58	E
Service I < location >		(24.98)	(57.08)	(82.06)	0:10		
14B	Service Out					15:08	E
14C	Parc Ferm In		3.79	3.79	0:08	15:16	E
	Podium Presentation					16:10	
Totals			108:30	206.99	315.29		

Summary	SS	Lialson	Total	%
Heat 1 - 8 SS	124.76	172.10	296.86	42.0
Heat 2 - 6 SS	108.30	206.99	315.29	34.3
Totals	233.06	379.09	612.15	38.1

Special Stage Rallies

APPENDIX D STANDARD TIME CARD

NOTE: Time card dimensions - 1 cm boxes, 11 x 18cm-card.

		Car No.	Timecard C Section 3 <date>			
TC 4B	Regroup Out/Service In					COMPETITOR USE
	PROVISIONAL TC4B H <input type="text"/> M <input type="text"/>	ACTUAL TC4B H <input type="text"/> M <input type="text"/>	TARGET TIME 00 30	DUE TIME H <input type="text"/> M <input type="text"/>		
TC 4C	TC 4C H <input type="text"/> M <input type="text"/>					TC 4C
TC 4C	Service A Out					COMPETITOR USE
	TARGET TIME 01 15					
TC 5	TC 5 H <input type="text"/> M <input type="text"/>					TC 5
TC 5	SS 5 Utungun II					COMPETITOR USE
	7.88 km PROVISIONAL START H <input type="text"/> M <input type="text"/>	FINISH TIME H <input type="text"/> M <input type="text"/> S <input type="text"/> 1/10	ACTUAL START H <input type="text"/> M <input type="text"/>	TARGET TIME 00 20	DUE TIME H <input type="text"/> M <input type="text"/>	
TC 6	TIME TAKEN M <input type="text"/> S <input type="text"/> 1/10 H <input type="text"/> M <input type="text"/>					TC 6
TC 6	SS6 Bakers Creek II					COMPETITOR USE
	16.75 km PROVISIONAL START H <input type="text"/> M <input type="text"/>	FINISH TIME H <input type="text"/> M <input type="text"/> S <input type="text"/> 1/10	ACTUAL START H <input type="text"/> M <input type="text"/>	TARGET TIME 00 30	DUE TIME H <input type="text"/> M <input type="text"/>	
TC 7	TIME TAKEN M <input type="text"/> S <input type="text"/> 1/10 H <input type="text"/> M <input type="text"/>					TC 7

NATIONAL RALLY CODE

ROAD RALLIES (NRC RR)

Road Rallies (NRC RR)

1. DEFINITIONS

1.1 AVERAGE SPEED SECTION

A type of Touring 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) 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 are passage or Time Controls.

(b) 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.

1.2 CONTROL

A defined, marked area which may be manned by Control Officials or unmanned where relevant data of the performance of each Crew's performance is recorded and which may be either:

(a) Time Control: A Control located at the start or finish of a Transport or Touring Section.

(b) Passage Control: A Control located between Time Controls to verify observance of the specified route and/or compliance with the Regulations.

(c) "Enter on sight" Control: A Time Control or Passage Control on a Maintained Speed Section.

1.3 FINISHER

A Crew which completes an Event and so becomes eligible for appropriate placings and awards. To qualify as a Finisher a Crew with vehicle must:

(a) report to the Time Control at the finish of every Leg; and

(b) complete at least 50% of the Sections in every Leg in accordance with Article 5.4d); and not suffer an exclusion penalty.

1.4 OBSERVATION

Information to be collected by each Crew at a specified via location or route instruction.

1.5 SECTION

The portion of the route between two successive Time Controls.

1.6 SHORTEST MAPPED ROUTE

The route that is the shortest determined from the official map/s.

(a) Shortest Mapped Route Point to Point is the Shortest Mapped Route between each successive Via in a Section in the order listed in Route Instructions, without using any portion of the Section in opposing directions and with no single location so specified to be visited more than once.

(b) Shortest Mapped Route Overall is that mapped route which is shortest from start to finish of a Section and which passes through each Via point without using any portion of the route in opposing directions. Any Via will not necessarily be passed through in the same order as that given in Route Instructions.

1.7 SPECIAL TEST:

An activity which leads to a score. Special Tests may be nominated Sections or form part of a Touring Section.

Organisers may propose Special Tests other than those described here for approval as part of their Permit application.

- (a) Skill test: A test in which the fastest time is not the determinant of Section score, and may include: median timing, navigation, manoeuvring (motorkhana, khanacross, auto-test) average speed, observation, regularity, or fuel economy.
- (b) Speed test: A test in which the fastest time is the determinant of the Section score, e.g., hillclimb, lap dash, other Speed Event, closed road Section. A Speed Event test may only be conducted on a track or course for which a current track licence is held.
- (c) Autotest: A skill test conducted on a sealed surface and involving a timed test of various layouts indicated by a series of cones/gates as specified in event instructions and 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.

1.8 SPECIAL TEST SECTION

A Section between Time Controls that is not a Transport or Touring Section, and is nominated as a Special Test or a combination of Special Tests.

1.9 TIME ALLOWED

The time specified for completion of a Section.

1.10 TOURING SECTION

A Section where the Route Instructions usually require map reading and on which the time taken in excess of the Time Allowed, in increments of not less than one minute, is applied as a penalty. A Touring Section may be untimed as for a Touring Assembly.

1.11 TRANSPORT SECTION

A Section with minimal driving and navigational demands designed to take vehicles through generally built up areas from one Touring Section to another. A Transport Section may be untimed as for a Touring Assembly.

1.12 VIA

A feature, specified location or point on the route to be specified in Route Instructions.

2. SPIRIT

- (a) Road Rallies incorporate the former Touring Road Events, which were principally designed to encourage competitors in road registered vehicles into motor sport.
- (b) Generally a Road Rally will not require special vehicle preparation or expertise. The organisation of these events is generally less onerous than for a Special Stage 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. COMPETITOR LICENCES

All Crew members require the appropriate CAMS licence for the event. A minimum 2NS licence is required if there are no Speed Special Tests. A minimum 2S licence is required if Speed Special Tests are included.

4. VEHICLE ELIGIBILITY

- (a) All vehicles must comply with the provisions of NRCVG, except as specifically provided for in these Road Rally Regulations.
- (b) Vehicle log books are not required for Road Rallies, but if a competing vehicle is subject of a log book it must be presented with the vehicle at scrutiny.
- (c) A first aid kit meeting the requirements laid down in NRCVG 3.4 must be carried, except for events with no speed tests.
- (d) Fire extinguishers are not required for events which do not incorporate speed tests.

- (e) Vehicles do not require blue triangles, additional bonnet catches, catch tanks or tailshaft straps.

5. COMPETITOR INSTRUCTIONS

5.1 ROUTE INSTRUCTIONS

- (a) Route Instructions may take the form of a route chart, map references, strip chart, or map trace. Instructions that require the use of global positioning system devices are permitted.
- (b) Route Instructions must be issued at least two minutes prior to each Crew's departure time from Time Controls at which instructions are issued.
- (c) 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 each Crew to obtain such documents and no allowances will be made should a Crew neglect to obtain Route Instructions, parts thereof, or road card.
- (d) Where Route Instructions require a Crew to leave a Control in a specific direction, that instruction must be first amongst the "Via" instructions for that Section.
- (e) Route Instructions containing "Caution" or "Proceed with Caution" instructions must also describe the relevant hazard.

5.2 ABBREVIATIONS

The following abbreviations taken in context may be used in Route Instructions:

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

NOTES:

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

5.3 MAPS

- (a) The official maps for an Event must either be nominated and fully identified in Supplementary Regulations or Further Regulations or be supplied by the Organiser.
- (b) For the purposes of an Event each place, intersection, road and other feature named or described in Route Instructions is deemed to exist as shown on the official map.
- (c) If a point which appears on more than one official map is named or described in Route Instructions then the relevant map must be expressly identified.

- (d) The Organiser shall not be responsible for any inaccuracies or omissions on any map/s.
- (e) Where Route Instructions specify a point on a map, then that point must be specified with respect to features which are identifiable on that map, e.g.,
 - (i) "Creek Crossing GR731028", not merely "GR731028".
 - (ii) "RD400 metres N of RJ GR675504", not "GR675508".
- (f) Where the separation on an Official Map between physical features is less than 2mm, or less than the equivalent distance in reality as derived from the scale of the map/s (e.g. 2mm at 1:100,000 equals 200m) the Route Instructions must specify the action to be taken.
- (g) 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.

5.4 COURSE INTERPRETATION

- (a) The correct course is that which complies with the issued Route Instructions taken in order.
- (b) Each Section is a separate entity. The instructions, limitations etc, of any Section are irrelevant to each other Section except for those restrictions included under Article 6.
- (c) Unless specified otherwise, whether mapped or unmapped, the route to be followed between each Time Control and through specified locations is free. The order of passing through specified locations within a Section is also free.
- (d) 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 or cross a specific part, or the full length, of that road then such requirement must be explicit.
- (e) Entry to each Control or via point shall be along mapped roads unless otherwise specified in Route Instructions.

5.5 GATES

- (a) 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.
- (b) 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.
- (c) Whether open or shut, Crews must leave gates in the same attitude as they find them, i.e., gates found open must remain open and gates found closed must be closed when the Crew has passed through.

5.6 SHORTEST MAPPED ROUTE

- (a) Where the official map for the Section shows printed distances on all the roads to be traversed, the correct route shall be determined by the sum of those distances.
- (b) If measuring aids are necessary to determine the Shortest Mapped Route between any two points and the length of any alternative course is less than 1 km or 5% different from the correct course (whichever is the greater), then additional information shall be given to determine the correct course.

5.7 OUT OF BOUNDS

Where an "Out of Bounds" instruction is included in Route Instructions:

- (a) Unless Route Instructions allow otherwise any point, roads or area specified as "Out of Bounds" shall not be entered, crossed or traversed.
- (b) Should a road be specified as being "Out of Bounds" between two points, it shall be crossed or turned off only at these end points.

5.8 AVERAGE SPEED SECTIONS

- (a) The Time Control at the end of a 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.
- (b) Times allowed for Maintained Speed Sections shall be calculated from the distance recorded by the official car.

- (c) On 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.
- (d) The official distance for each part of a Maintained Speed Section shall be available to Crew members from the Control at the end of that part.
- (e) A Maintained Speed Section may not be set along a route which traverses railway level crossings or encounters traffic lights.

5.9 LATE TIME LIMITS

In all instances where Late Time limits are imposed the following shall apply:

- (a) A Late Time limit shall be set for each Leg.
- (b) The Late Time limit shall not be less than 60 minutes per Leg up to 300km. An additional five minutes shall be added to this minimum for each 50km in excess of 300km.
- (c) Any Crew who's Late Time exceeds this limit at any Control other than a Leg end shall be deemed to have failed to report to that Control.
- (d) Any Crew who's Late Time exceeds the Late Time limit by more than 30 minutes at a Leg end will be deemed to have retired from the event.
- (e) Any Crew who's Late Time exceeds the Late Time limit by 30 minutes or less at a Leg end will be penalised as having missed the Leg end Control.
- (f) Crews which arrive at Controls early will, subject to the appropriate penalty, have the "time early" deducted from their accumulated Late Time.
- (g) Late Time limits for a Leg may not be altered after the first car has commenced the Leg.
- (h) Any Crew who's Late Time exceeds this limit at any Control other than a Leg end shall be deemed to have failed to report to that Control.

6. CONTROLS

6.1 CONTROL AREA SPECIFICATIONS

- (a) If the location is specified as a junction, intersection or road, then the Control area shall be the whole area within the fence lines or where there are no fence lines, for a distance of approximately 50m from the specified location.
- (b) 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.
- (c) 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.

6.2 CONTROL AND COURSE MARKERS

- (a) Time Controls are indicated by a red "M" on a white background and Passage Controls by a red "P" on a white background. Cautions can be indicated by a red or black exclamation mark or triangle on a white background. The use of arrow, "Wrong Way Go Back" and "No Rally Entry" markers is strongly recommended where warranted.
- (b) If the form of the marker/s differs from the standard described above, a sample of such markers must be on view at the start or be defined in Supplementary Regulations or Further Regulations.
- (c) At the finish of all Touring Sections the Control board must be placed so as to allow competitors to pass the board in 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.
- (d) A Crew which removes, alters, obstructs or interferes with a course marker or Control marker shall be excluded.

6.3 CONTROL OPENING AND CLOSING

- (a) A Control shall open not earlier than one hour before, nor later than, the due time of arrival of the first car of the field.
- (b) 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.
- (c) 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 Regulations.

6.4 CONTROL ENTRY

- (a) Crews shall be deemed to have finished a Section when having departed from the Time Control at the start of the Section, they arrive at the Time Control at the end of the Section for the first time and:
 - (i) their vehicle passes a Control boundary, or
 - (ii) a member of the Crew presents the Time Card to a Control Official, or
 - (iii) at an Enter on Sight Control as provided for in Article 6.9 below.
- (b) 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. Organisers may allow vehicles to enter Control prior to the Crew's elected time.
- (c) All vehicles must enter Control under their own motive power and in the presence of all Crew members.
- (d) 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.

6.5 PROCEDURE AT CONTROL

- (a) Unless otherwise instructed in Route Instructions, Crews must present their Time 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 Time 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.
- (b) The Control Official shall record the finish time on both the Time Card and Control Card. The finish time must be recorded to the current minute.
- (c) The time of start on a Touring Section shall be not less than two minutes after the vehicle's finish time for the preceding Section. On Touring Sections, the starting interval shall be not less than two minutes. In dusty conditions, greater intervals are recommended.
- (d) Start times for the next Section will be allocated in the same sequence as the vehicle's actual arrival (except as provided in NRCEG 2.7d)), unless a Crew agrees to a vehicle behind starting the Section ahead of them.
- (e) The Control Official has authority over all activities within their Control area. No Crew member may disobey the reasonable request of a Control Official.

6.6 WORKING ON CARS IN CONTROL

- (a) Mechanical work is permitted in Control areas subject to the Control Official's directions on placement of the vehicle.
- (b) Control Officials shall not make any time allowance to Crews carrying out mechanical work except as provided for in Article 6.6d) below.
- (c) 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.

- (d) 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.

6.7 CONTROL DEPARTURE

- (a) At Touring Section start Controls vehicles shall be held in Control until their exact start time for the competitive Section; i.e., if the start time is 7:54, then the vehicle shall not leave until the clock shows 7:54:00 precisely.
- (b) Except at the start of a Leg vehicles may leave Controls at the start of a Transport Section as soon as all necessary paperwork is completed regardless of whether or not their start time for the Transport Section has been reached.
- (c) 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.
- (d) Having left a Control a vehicle may return through the Control area to leave by some other allowable direction (i.e., not opposing an entry direction) provided always that the Crew reports to the Control Official each time.
- (e) 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.

6.8 UNMANNED CONTROL LOCATION

If at any time during the conduct of an event a Crew finds the position of a Time Control unmanned they shall continue on course determining their due time of arrival at the next Time Control by adding together the times allowed for the Sections concerned.

6.9 ENTER ON SIGHT CONTROLS

- (a) 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:
 - (i) May not deviate from the most direct route to Control which accords with Route Instructions.
 - (ii) May slow down, but not stop until the Control is reached.
- (b) Crews breaching this Regulation will be booked in "on sight" at the Control Official's time.
- (c) 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.
- (d) 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.

6.10 PASSAGE CONTROLS

On approach from either correct direction or the wrong direction, the Crews shall stop and present their road card to the Control Official for appropriate endorsement.

7. PERFORMANCE RECORD, SCORING AND RESULTS

7.1 PERFORMANCE RECORD

Information to be recorded on Time Cards and Control Cards in addition to that shown in Article NRCEG 3.2b) includes:

- (a) Failure to satisfy "Enter on Sight" requirements (as applicable).
- (b) Acknowledgement of Observation (as applicable).
- (c) Compassionate pleas by Crews.
- (d) Any other relevant performance of vehicle or Crew.

7.2 PENALTIES

- (a) In addition to those offences in Article NRCEG 3.2b), competitors found to have departed from Control with broken exhaust shall be liable to exclusion by the stewards of the Competition.
- (b) General scale of penalties (per infringement):
 - (i) Early arrival at the end of a Transport Section or at an "Enter on Sight" Control = one point per minute or part thereof.
 - (ii) Late arrival at the end of a Touring or Transport Section timed to the minute and at an "Enter on Sight" Control = one point per minute or part thereof.
 - (iii) Early departure from Control at the start of a Touring Section = two points (or two minutes) per minute or part thereof.
 - (iv) 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 Article 6.4a) = 30 points.
 - (v) Traversing a Quiet Zone with excessive noise = 30 points.
 - (vi) Failure to report accidental damage in contravention of NRCEG 4.3b) = 60 points.
 - (vii) Loss of Time Card by Crew = 60 points.
 - (viii) Failure to obey any reasonable instruction of an official = 60 points.
 - (ix) Acting in a manner detrimental to the interests of the sport in the opinion of the Clerk of the Course (including breaches of Motor Traffic Regulations) = 60 points.
 - (x) Failure to report to a Time Control = 60 points.
 - (xi) Breaches of regulations not otherwise provided for = 30 points.
 - (xii) Exceeding Quiet Zone or civil speed limits by up to 30 km/h above the relevant limit:
 - (A) First offence: \$200 fine.
 - (B) Second offence: five minute penalty.
 - (C) Third offence: exclusion.
 - (xiii) Exceeding Quiet Zone or civil speed limits by greater than 30 km/h above the relevant speed limit:
 - (A) First offence: \$200 fine plus five minute penalty.
 - (B) Second offence: exclusion.
 - (xiv) 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.

8. SKILL SPECIAL TESTS

8.1 MEDIAN TIMING

- (a) Median timing is a system of scoring for a Test or Section in which Crews are ranked by their elapsed time on a test or Section, and are then penalised by their difference from the median Crew's time.
- (b) The median time is that of the middle Crew of the ranking e.g., 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.

8.2 MOTORKHANA

Refer to the following clauses from the National Motorkhana Code:

2.1	Definitions	12.2, .7, .8, .9, .10	Event Layout	18.1	Duties of Officials – Clerk of the Course
3	The Competition	13.1, .2, .3, .4	Start and Finish	20	Spectators
10	Drivers	15.1, .4, .5	Method of Timing		
11	The Procedure	16.1, .2, .4	Re-runs		

8.3 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

8.4 AUTOTEST

- (a) 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.
- (b) 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. No straight section of the course may exceed 190 metres in length without a significant change of direction.
- (c) The Checker must check all Autotest venues prior to the event. Spectator and official safety shall be a priority in checking the Autotest.
- (d) All Autotests and other Special Tests shall be set up and inspected to the satisfaction of the independent Checker at least 15 minutes prior to the first vehicle commencing competition.
- (e) 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.
- (f) 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.
- (g) An emergency plan is required for each Autotest.
- (h) 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.

8.5 NAVIGATION

A navigation test or 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.

9. REGULATIONS FOR SPEED SPECIAL TESTS

9.1 SPEED EVENT SPECIAL TESTS

- (a) 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 their representative” after “Clerk of the 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

- (b) 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.

9.2 CLOSED ROAD SPECIAL TESTS

Timed Sections on closed roads may be included as one or more of the Special Tests in Road Rallies. These tests must comply with the following:

- (a) During competition in closed road Special Tests 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.
- (b) Any closed road Special Tests must be no longer than 3km on predominantly sealed surface or 5km on predominantly unsealed surface. Waivers may be obtained if the entire course is visible to the Clerk of the Course (or Safety Official in contact with the Clerk of the Course) and a special safety plan is approved by ARCom at rally@cams.com.au.
- (c) Each Test is required to have a stage commander in direct radio or similar communication with senior officials positioned at the start, finish and at least approximately the midpoint of the Test.
- (d) 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 Test.
- (e) It is strongly recommended that closed road tests be run uphill only.
- (f) The maximum permissible average speed which may be attained by any car in the field on any closed road test is 90km/h for sealed surface or 70 km/h for unsealed surface, except that where all cars participating in the test are fitted with a safety cage structure 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 sealed surface or 90 km/h for unsealed surface.
- (g) Any competitor whose average exceeds 70/90/110km/h as applicable will be given a result matching the applicable limit.
- (h) The Checker is to examine all such Tests in the same manner as for a Stage 1 Rallysprint Venue, 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 Tests.
- (i) A maximum of two sealed or five unsealed 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 NRCSSR 5 and 10.

- (j) A Briefing 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.
- (k) The event stewards are to inspect all closed road tests, check the clocks and timings, and provide a report to the Manager – Motor Sport Operations should any non-compliance with any of the applicable regulations be observed.
- (l) Prior to competition the vehicle that traverses the course beforehand (possibly Zero car) must be clearly identifiable (flashing lights and door signs).

10. EVENT ORGANISATION

10.1 MEDICAL SERVICES

Any Road Rally shall have a Medical Response Plan prepared in accordance with CAMS General Regulations Medical Services/Requirements Attachment B. Any Event including a closed road Special Test shall in addition require a safety plan as per NRCSSR Article 10.1. Any Event including a Speed Event Special Test must comply with CAMS General Regulations Medical Services/Requirements Article 3.3.

10.2 REST BREAKS

- (a) Rest breaks will usually be provided at the end of Legs 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 under NRCSSR Parc Fermé conditions.
- (b) 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.

10.3 COURSE CARS

- (a) It is recommended that the Clerk of the Course or their representative drive over the entire course not more than three hours prior to the running of the event.
- (b) 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.

10.4 COMPETITOR COMMUNICATIONS

Event organisers may prohibit the use of mobile phones or other means of communication in other than emergency situations.

NATIONAL RALLY CODE VEHICLES GENERAL (NRC VG)

Vehicles General (NRC VG)

1. VEHICLE ELIGIBILITY

- (a) Vehicles must comply with Schedule A (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport) and these Regulations as well as the specific regulations relevant to the status of the event.
- (b) Vehicles must be registered for use on public roads with an appropriate government authority, or be subject of a vehicle permit issued by an appropriate government authority, which authorises the vehicle's use on public roads and must be covered by a policy of third party insurance. The engine and chassis numbers must agree with those shown on the certificate of registration or permit. It is the Competitors responsibility to ensure compliance with the Government regulations for the State or Territory in which the vehicle is registered or the vehicle permit is issued. All lamps must comply with the Government regulations for the State or Territory in which the vehicle is registered.
- (c) General appearance and presentation of vehicles must be of a neat and well finished standard.

1.2 ELIGIBILITY BY EVENT LEVEL:

- (a) Vehicle types eligible to enter rally events of different levels are outlined in the following table. State Rally Panels may further restrict these eligible vehicle types but may not permit other vehicle types:

Vehicle Type	National Level ¹	State Championship	Club Events and Series ²	Rally-sprints
Production Rally Cars (PRC)	YES	YES	YES	YES
Group N(P) rally cars (33mm restrictor)	YES	YES	YES	YES
Group G2	YES	YES	YES	YES
Group AP4 ³	YES	YES	YES	YES
Group G4 ³	YES	YES	YES	YES
FIA Group N (currently homologated or for which the homologation expired less than four years ago) ⁴	YES	YES	YES	YES
FIA Group R, FIA Super 1600, FIA Super 2000 – Rallies	YES	YES	YES	YES
Historic and Classic rally cars ⁵	YES	YES	YES	YES
Club Rally Cars	NO	YES	YES	YES
Road-registered 4WD automobiles that comply with (i) the CAMS Off Road Production 4WD category regulations, or (ii) the regulations relating to Groups A0, A1 or A2 of the Cross Country Rally Technical Regulations	NO	YES	YES	YES

NOTE1: Automobiles entered in Tarmac Rallies must comply with relevant Tarmac Regulations.

NOTE 2: Includes Multi-club Competitions.

NOTE 3: Not eligible to score points in State Championship or Club Series.

NOTE 4: Group N vehicles (more than four years out of homologation) are recognised as PRC.

NOTE 5: Classic Rally Cars are eligible for separate category awards/points at National Level.

- (b) For Special Stage Rallies, excluding Introductory Rallies and Stage 1 Rallysprints, cars must be fitted with a safety cage structure as specified in Schedule J (refer “General Requirements for Cars and Drivers”).
- (c) 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.
- (d) Event Organisers, State Rally Advisory Panels and/or State Councils may make application to ARCom for specific dispensations.
- (e) Manufacturers wishing to enter rallies are required to seek authorisation from the Australian Rally Commission.

1.3 CAMS & FIA CLASS/GROUP EQUIVALENCIES

- (a) Where no specific class is provided for an FIA Group, a car complying with the FIA Group shall be included in PRC or Group N accordance with the following table:

CAMS	FIA ^{Note1}	Includes FIA ^{Note2}
P6		
P5		S2000-Rally - 1.6 turbo engine with 28mm restrictor (restrictor size aligns with FIA Regional Rally Championships Sporting Regulations). S2000-Rally - 2.0 atmospheric (naturally-aspirated) engine. Group R4 - Group N over 2000cc with additional modifications. Group R5 - 1.6 turbo engine with 32mm restrictor (restrictor size aligns with FIA WRC & Regional Rally Sporting Regulations).
		Group RGT Cars
P4		

CAMS	FIA ^{Note1}	Includes FIA ^{Note2}
P3		Group A - over 1600cc and up to 2000cc Group R2C - over 1600cc and up to 2000cc Group R3C - over 1600cc and up to 2000cc Group R3T - up to 1600cc / nominal Group R3D - up to 2000cc / nominal
P2		Group A - over 1400cc and up to 1600cc Group R2B - over 1400cc and up to 1600cc Kit-car - over 1400cc and up to 1600cc

P1		Group A Kit-car - up to 1400cc
N4 Note 3		Group N - over 2000cc
N3		Group N - over 1600cc and up to 2000cc
N2		Group N - over 1400cc and up to 1600cc Group R1B - over 1400cc and up to 1600cc
N1		Group N - up to 1400cc Group R1A - up to 1400cc

NOTE 1: The FIA class numbers were amended as from 01/01/2014.

NOTE 2: Some of the FIA groups/classes may overlap with PRC due to the FIA classes often allowing less modification than the equivalent PRC class. However, where a vehicle is not eligible for a CAMS group, the vehicle shall be presented in compliance with the relevant FIA regulations and homologation paper. Where provision does not exist for Group N classes, Group N vehicles shall be amalgamated with the closest PRC class.

NOTE 3: Group N(P) vehicles fitted with a 33mm restrictor shall be classified as Group N4.

1.4 POLICY – RECOGNITION OF MODEL

- (a) For each CAMS rally car group, provided a car is presented in the correct specification for the model which has been entered in respect of any mechanical or cosmetic items required to be retained for that model under the relevant regulations (e.g., engine, bumpers, lights, grille, and dashboard); it shall be eligible to compete.
- (b) This may permit a car to be presented in a different specification to the one the manufacturer first produced for that particular bodyshell/chassis.

1.5 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
Class P4	PRC	2WD over 2000cc
Class P5	PRC	Four-wheel drive, over 2000cc (not meeting the requirements of Class P6). Mitsubishi models Evolution 7 onwards and Subaru GDA onwards. Any 4WD vehicle with a fully active differential* irrespective of their model or year.
Class P6	PRC	Mitsubishi models up to and including Evolution 6.5 and Subaru models up to and including GC8. For other four-wheel drive vehicles, models must be first manufactured prior to 1 January, 1998. P6 precludes the use of fully active differentials*.
Class N1	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

NOTE: As defined in Production Rally Car Regulations Article 1.3(a). Classes may be further sub-divided.

2. VEHICLE SCRUTINY

2.1 SCRUTINY GENERAL PROVISIONS

- (a) Scrutineers may examine any participating vehicle:
 - (i) before events: for safety and eligibility, including noise;
 - (ii) 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
 - (iii) after events: for eligibility.
- (b) The conditions of any pre- and post-event examination or scrutiny must be indicated to competitors in Supplementary Regulations and/or Further Regulations.
- (c) Failure to comply with the eligibility requirements of Supplementary Regulations and/or Further Regulations shall result in exclusion.
- (d) If, as a result of protest, it is necessary to determine a vehicle's eligibility, the Stewards of the Meeting or scrutineers may impound the vehicle for inspection.
- (e) Each State Council may specify additional scrutiny conditions or amplify the clauses herein.

2.2 SCRUTINY ITEMS

- (a) before participation in any rally, cars will be examined by scrutineers, and the following items will be checked:

(a) Licences		(e) Battery Safe		(z) First Aid Kit	
(i) Competitor		(f) No Fluid Leaks		(aa) Triangles	
(ii) Driver		(g) Master Cylinder and Fluid Level		(bb) Wheel Bearings	
(iii) Navigator / Co Driver		(h) Tow Rope, Shovel, Axe (not compulsory)		(cc) Front Suspension	
(b) Front / Rear Number Plate		(i) Steering Components		(dd) Ball Joints	
(c) Bumper Bar		(j) Fuel Tanks Vented		(ee) Shock Absorbers	
(d) Parking Lamps		(k) Brake Hose Condition and Leaks		(ff) Springs or Torsion Bars	
(e) Head Lamps		(l) Brakes (pedal height and feel)		(gg) Rear Suspension	
(i) High Beam		(m) Handbrake		(hh) Springs, Bolts	
(ii) Low Beam		(n) Windscreen Vision		(ii) Universal Joints	
(f) Additional Lamps		(o) Windscreen Wipers		(jj) Chassis / Subframes	
(i) Mounting and Switching		(p) Windscreen Washers		(kk) Sump Guard / Tank Guard	
(ii) Lamp Guards (Safe and Secure)		(q) Rear Vision Mirror		(ll) Wheels	
(iii) Front Turn Indicators		(r) Steering Wheel and Play in Steering Mechanism		(mm) Tyres	
(iv) Tail Lamps		(s) Seats and Safety Belts		(nn) Exhaust System	
(v) Number Plate Lamps		(t) Interior (safe)		(i) Mounting	
(vi) Brake Lamps		(u) Horn		(ii) No Leaks	
(vii) Rear Turn Indicators		(v) Roll Bar and Padding		(iii) Noise level	
(viii) Rear Number Plate		(w) Wiring			
(g) Reversing Lamp		(x) Helmets			
(i) Mounting		(y) Fire Extinguisher			
(ii) Panel Indicator					
(h) Bonnet Secure					
(i) Boot Secure					
(j) Mud Flaps					
(k) No Excess Body Damage					
(l) Doors Secure					
(m) Signs and Numbers					

2.3 MEASUREMENT OF EMITTED NOISE

The following conditions apply for measurement of rally car emitted noise:

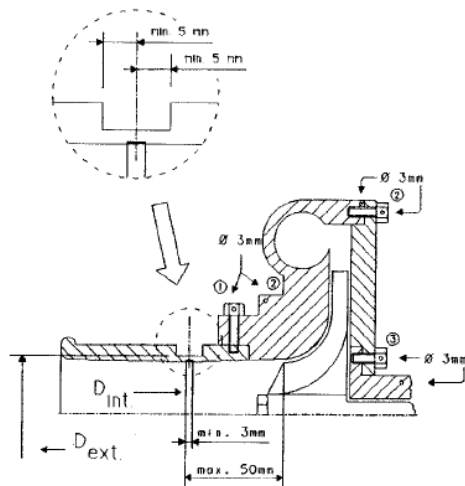
- (a) Sound level meter
 - (i) must comply with AS 37-1967;
 - (ii) must be used on FAST dynamic characteristic;
 - (iii) must be used on A weighting network;
 - (iv) must have a current calibration certificate.
- (b) Test site
 - (i) must be in the open air;
 - (ii) must be substantially level;
 - (iii) must consist of an area bounded by a rectangle having sides at least 3m from the outline of the vehicle under test;
 - (iv) must contain no objects other than the vehicle and the sound level meter operator.
- (c) Microphone position
 - (i) must be equal to the height of the geometric centre of the orifice of the exhaust outlet, but not less than 200mm above the ground;
 - (ii) must be located 525mm (± 25 mm) from the geometric centre of the orifice at the exhaust outlet;
 - (iii) must be at an angle of 45° ($\pm 10^\circ$) from the direction of travel of the vehicle at the side nearest the orifice of the exhaust outlet;
 - (iv) (Note: the 45° should be selected so as to achieve the greatest distance between the microphone and the vehicle.)
 - (v) for vehicles fitted with two or more exhaust outlets spaced more than 300mm apart or connected to separate silencers, each exhaust outlet shall be treated separately as if it were the only one.
- (d) Measurement method
 - (i) At normal operating temperature the engine shall be brought to:
 - (A) 4000 RPM for four-cylinder engines;
 - (B) 3500 RPM for six-cylinder engines;
 - (C) 3000 RPM for eight-cylinder engines;
 - (D) 5000 RPM for rotary engines;as determined by the tachometer and stabilised at those limits for a sufficiently long period of time to allow a noise level measurement to be made.

3. VEHICLE ENGINE

3.1 SUPERCHARGER SEALING REQUIREMENTS

- (a) Each supercharged Group N, and Group N (P), 4WD vehicle, whose homologated supercharger inlet size is 33mm or greater (22.6mm for vehicles fitted with two or more superchargers), and for each supercharged Group A, 4WD Production Rally Car (PRC), AP4 and G4 vehicles, whose supercharger inlet size is greater than 34mm (24mm for vehicles fitted with two or more superchargers), it will be compulsory to have a restrictor fitted as follows:
 - (i) Group N / Group N(P) – in accordance with FIA Group N Regulations, Article 6.1 (b) Supercharged engines.

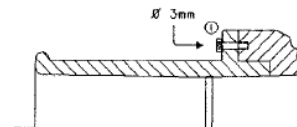
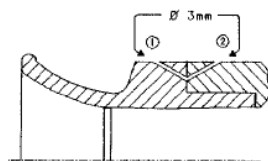
- (ii) Group A / PRC / G4 – in accordance with Article 3.1.2 Induction of the Group 3C Production Rally Cars (PRC) Regulations and the FIA Group A Regulations, Article 5.1.8.3 (b), Supercharged engines.
 - (iii) Group AP4 - in accordance with the requirements of the Group AP4 - Technical Regulations for National Rally Car.
- (b) These Regulations do not apply to vehicles entered in Introductory Rallies or Stage 1 Rallysprints, or two-wheel drive supercharged vehicles. However, competitors with 2WD supercharged vehicles must attend supercharged/turbo scrutiny and must be checked for inlet size against the homologation papers and have the compressor housing sealed to the bearing housing. For those competitors with non-homologated 2WD supercharged vehicles, components must be identical to the series part.
 - (c) The supercharger restrictor may be measured and sealed in place prior to competition in any rally. All superchargers used on a car during the event will be required to be measured and sealed prior to their use.
 - (d) Competitors must present superchargers to the organisers in a condition to be sealed, i.e., they must be wired and prepared for sealing with lead seals or a CAMS-approved alternative in a manner that will be easily seen when assembled on the car.
 - (e) The restrictor must be sealed to the compressor housing, which (for turbochargers) in turn must be sealed to the bearing housing which in turn must be sealed to the exhaust housing. This can usually be effected by one wire.



Drawing 254-4

- ① hole for restrictor or restrictor/compressor housing
- ② hole for compressor housing or housing/flange
- ③ hole for central housing or housing/flange

Other possibilities



3.2 MUFFLER

An effective exhaust muffler must be fitted at all times. The maximum noise emission permissible is 96 dB(A) as tested by the CAMS method in Art. 2.3.

4. VEHICLE BODY AND EXTERIOR

4.1 SIGNS ON CARS

- (a) Signs and advertising are permitted on vehicles in accordance with NCR 155 and Schedule K (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport), unless specifically varied in Supplementary Regulations.

- (b) 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.
- (c) The name of each Crew member, in accordance with ARC regulations, shall be permissible at all levels of competition with the exception of those comprising part of an FIA Championship, where regulations may conflict. For international events the requirements shall be that of the relevant FIA regulations, or where silent, in accordance with these regulations. In all other rallies, such display is optional unless required by the applicable supplementary or sporting regulations, but if used shall comply with this Regulation.
- (d) The names shall be placed toward the bottom of the rear window, each centred in the window space and to each name, with minimum 30mm separating the upper case letters of the two names and the lower edge of the window frame. The driver name shall be displayed above the co-driver's name on both sides of the car. The letters shall be of uniform style, white in colour and without background, using a capital for the first letter of the name, and lower case for all the other letters (see Figure K-3 of Schedule K – refer to "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport). The typestyle shall be "Helvetica Bold", "Zurich Bold" or "Arial Bold". The same font size shall be used for each letter.
- (e) Each upper case letter shall be 100mm except in the case of the co-driver, where the upper case letters of the co-driver name may alternatively be 80mm high. For grammatical correctness other letters of the surname may use a capital letter (e.g., MacDonald). Where there is insufficient space or no window to display the name/s in accordance with this regulation, the following shall apply:
 - (i) The minimum reduction in size to fit the name shall be permitted, and both names shall be displayed in lettering of the revised size, in one of the approved fonts.
 - (ii) An abbreviation of the name, in question may be permitted, subject to CAMS (rally@cams.com.au) approval.
 - (iii) The turret/door frame immediately above the side glass line or front guard may be used for the name of the Crew member seated on that side of the vehicle. In such cases the names shall be displayed in accordance with this regulation save that the letters shall be displayed on a black background.

4.2 MUD FLAPS, SILL AND UNDERBODY PROTECTION

- (a) Notwithstanding any Group or Category regulation providing specific requirements on the subject of coachwork and underbody protection, it is permitted to add material to the vehicle solely for protection from stone chip damage:
- (b) Mud flaps of stout material shall be fitted behind all driving wheels, and in the case of front wheel drive vehicles, behind all four wheels. They shall be no closer than 50mm to, and no further than 100mm from, the ground, shall mask the full width of the tyre when viewed from behind, and be within 300mm of the tyre. Mud flaps fitted behind wheels shall leave un-masked at least one-third of the width of the car. Those fitted in front of the rear wheels shall leave at least 20cm un-masked. The vehicle shall comply with these requirements when it is presented in "ready to start" condition.
- (c) Where material is added to the sill and/or side of the vehicle it shall follow the contours of the existing body work. Material is free with the following restrictions:
 - (i) pliable material maximum thickness of 6mm; e.g., polyurethane, rubber or similar;
 - (ii) solid material maximum thickness of 3mm; e.g., aluminium, Kevlar®/carbon/fibreglass.
- (d) Where material is added to the underside of the vehicle it shall only be to the perimeter of the vehicle between the rear of the front arch and the front of the rear arch and shall be solely for the purpose of deflecting stones that may cause damage to the vehicle. The material SHALL be pliable, e.g., polyurethane, rubber or similar, with a maximum thickness of 6mm and may not protrude further than the plan view of the vehicle or 100mm from the sill, whichever is the lesser.

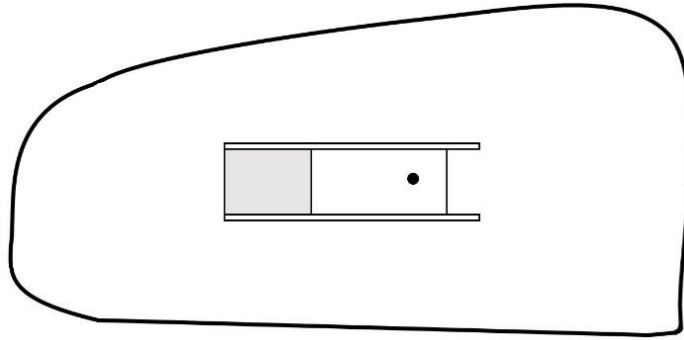
4.3 WINDSCREENS

Vehicles shall be fitted with a laminated windscreen. Windows tinted with a film which complies with the state vehicle regulations in the relevant state may be used. The use of film which complies with the provisions of Article 253.11 of FIA Appendix J is mandatory for international events and permitted in ARC events.

4.4 ENERGY ABSORBING SAFETY FOAM FOR SIDE INTRUSION PROTECTION

- (a) For each CAMS Rally Car Group it is permitted, and highly recommended, to install energy absorbing safety foam (foam), to protect against lateral collisions, in each door and for two door vehicles in the area of the bodywork immediately rearward of the door aperture. If fitted the foam must be fitted, as a minimum, to each front door of the vehicle. The installation of foam must be done in accordance with the FIA and GIMSS Rally Door Foam Installation Guidelines Version 0.6 (available from CAMS).
- (b) Each installation of foam must comply with the following:
 - (i) Foam is only permitted where the vehicle is fitted with Safety Cage side intrusion members according to CAMS Manual Schedule J Drawings J-11, J12 or J13 (dual side intrusion members). The fitment of an additional side intrusion member to an existing vehicle with a single intrusion member is permitted in accordance with CAMS Manual Schedule J Article 4.
 - (ii) The minimum volume of foam in each application must be 60L.
 - (iii) Each foam used must be either listed on the FIA Technical List No. 58 or as approved by CAMS.
 - (iv) For the purpose of fitting foam it is permitted to (refer to FIA and GIMSS Rally Door Foam Installation Guidelines Version 0.6):
 - (A) Modify the interior part of the door or the aperture for the fitment of foam, provided that the structural and safety integrity of the door is not compromised. This may include the removal of window mechanisms and other door hardware. Any original manufacturer side intrusion fitted within a door must be retained.
 - (B) Modify the internal door opening mechanism. It is not permitted to modify the original door latch mechanism.
 - (C) Additional foam may be fitted in the space between the inner door panel and each seat.
 - (D) If an FIA specification seat which incorporates a head protection element (such as a winged seat) is fitted, additional foam may be fitted to fill the void that exists between the side of the seat head protection and the side window or B-Pillar. In this case the foam shall be fixed to the seat side with Velcro® or similar, hook and loop fastener.
 - (E) Each door or aperture fitted with foam shall have a trim panel fitted that consists of a minimum of six (6) ply carbon fibre or kevlar (or both) reinforced composite material.
 - (v) It is the responsibility of the competitor to provide proof that the foam used is compliant with these requirements.
 - (vi) Where foam is fitted it is permitted to replace each side window with a clear and optically transparent polycarbonate material. Each replacement side window must be:
 - (A) in the original shape of the original window;
 - (B) a minimum thickness of 3.8mm; and
 - (C) able to be removed both internally and externally without tools in an emergency situation.
 - (vii) Where a replacement window is fitted it is permitted to fit a closable aperture, of the same polycarbonate material, using a sliding mechanism, within the replacement window polycarbonate material of each front door. (refer Drawing 3)

DRAWING 3: WINDOW, CLOSABLE APERTURE EXAMPLE



4.5 AIR BAGS

It is recommended that vehicles fitted with SRS air bags have the airbags disabled and/or removed. If an air bag is not disabled, then nothing shall be mounted in the path of deployment of the air bag (e.g. distance measuring or vehicle tracking devices). If disabled, a decal to that effect (specific to that event) shall be affixed to the automobile adjacent to, or under, the driver and passenger windows.

4.6 FUEL TANKS

- (a) Additional fuel tanks of free design in accordance with CAMS Manual Schedule N may be fitted outside the passenger compartment and must be vented to the outside of the vehicle. If the design of the car makes fitment outside the passenger compartment impracticable, e.g., Ford Laser, it is permitted to fit the tank in that compartment provided that the filling orifice and ventilation are outside that compartment regardless of vehicle construction (see also specific Group Regulations).
- (b) On cars in which the fuel tank is either fitted as standard, or has been relocated, in the passenger compartment (i.e., the rear of a hatch back) and/or has been relocated in the luggage compartment of any type of body-work configuration car;
 - (i) the fuel filler must be constructed so that any fuel spilled may drain safely to the outside of the vehicle;
 - (ii) if the filling orifice is located within the bodywork, it must be fitted with a catch tray to the satisfaction of the scrutineers;
 - (iii) a flame and liquid proof bulkhead, which may be of transparent material and which effectively separates the compartment occupied by the Crew members from any component of the fuel tank or refuelling system must be fitted.
- (c) If additional fuel containers which are not part of the piped fuel system are carried, they must be securely fastened to the vehicle structure, but not within the passenger compartment regardless of vehicle construction.

4.7 FUEL LINES

The following applies to all vehicles competing in Special Stage Rallies:

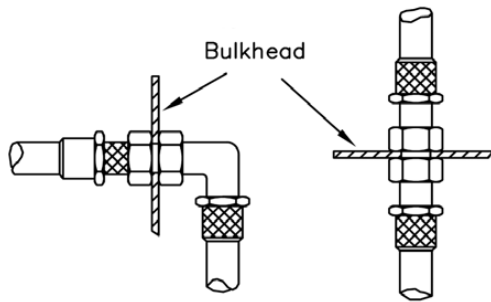
- (a) An adequate firewall to separate the fuel tank from the habitacle or vehicle cabin, which is impervious to the passage of fumes or liquids, must be fitted to all cars which are fitted with other than their standard fuel tank systems.
- (b) The original series production fittings and fuel lines, lubricating oil lines and lines containing hydraulic fluid under pressure may be retained. If the series production fittings and lines are not retained and where line replacement is permitted by relevant Group regulations, the following regulations shall apply:
 - (i) Lines which carry hydraulic fluid, fuel or lubricating oil may pass through the cockpit.
 - (ii) Any line containing fuel or lubricating oil shall not incorporate any connectors inside the cockpit except at the front and rear bulkheads in accordance with Drawings 253-59 or 253-60 below.

- (iii) All fittings and lines used for the passage of fuel, lubricating oil and hydraulic fluid under pressure shall be manufactured according to the specifications below:
- (A) when flexible, these lines must have threaded, crimped or self-sealing connectors and an outer braid resistant to abrasion and flame (will not sustain combustion);
 - (B) the minimum burst pressure measured at the noted minimum operating temperature shall be:

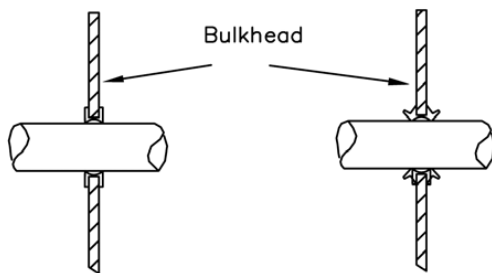
Fuel lines (except the connections to the injectors and the cooling radiator on the circuit returning to the tank including any cooling radiator or lines):	70 bar (1000 psi) at 135°C (250°F)
Lubricating oil lines:	70 bar (1000 psi) at 232°C (450°F)
Lines containing hydraulic fluid under pressure:	280 bar (4000 psi) at 232°C (450°F)

- (c) Notwithstanding the requirements detailed above, if the operating pressure of any hydraulic system is greater than 140 bar (2000 psi), the burst pressure shall be at least double the operating pressure.

Note: Steel 'bundy' tube which is designed for use in automotive applications will usually comply with the minimum burst pressure as will many flexible braided lines designed for fuel injection systems. Reputable hose and line suppliers or manufacturers will be able to provide specifications and documentation (e.g., a catalogue) that can assist the scrutiny process.



DRAWING 253-59



DRAWING 253-60

4.8 TOWING POINTS

- (a) Other than in Introductory Rallies, cars must be fitted with towing points complying with the following:
- (i) have an internal diameter of at least 40mm;
 - (ii) are fitted forward of the front axle and rearwards of the rear axle;

- (iii) are clearly visible in yellow, orange or red, the chosen colour being in contrast to the colour of the body work immediately adjacent the towing point;
 - (iv) are constructed and fitted in such a way that when a load is applied to the towing point, parallel to the ground and in a direction facing away from the vehicle, parallel to the longitudinal centre line of the vehicle, the vehicle shall be capable of drawing the car over two blocks of 100mm height. These blocks shall be of a section 100mm x 200mm, not less than the width of the tyre and shall be placed immediately "in front" of the tyres closest to the towing point being subject to the applied load. In order to test the strength of the towing point, any non-structural body work which interferes with the test may be removed.
- (b) OR
- (i) As an alternative to the above, tow hooks provided by the manufacturer of the car as a standard fitment may be utilised, provided they are easily accessible and clearly visible, in yellow, orange or red, contrasting with the colour of the bodywork immediately adjacent to the towing point, and pass the same test as outlined above.
 - (ii) It is recommended that towing and de-hitching gear also be fitted to vehicles competing in Introductory Rallies.

4.9 TYRES

The use of studded or spiked tyres is prohibited. All tyres shall be treaded in the original manufacturing process to a minimum depth of 2mm. Tyres shall not be used that are expressly designed for use on motor racing circuits and carry a label "For competition use only".

4.10 FUEL

- (a) Only the following fuels as defined by CAMS manual Schedule G are permitted in a Rally event:
 - (i) Commercial Fuel; and
 - (ii) Unleaded Racing Fuel.
- (b) Where a specific rally group is further restricted to a defined fuel in their regulations, that restriction is also applied.
- (c) Leaded Racing Fuel is not permitted.

5. EQUIPMENT

5.1 REFLECTIVE TRIANGLES

At least two reflective or fluorescent red triangles of metal or plastic material (sides at least 350mm in length) must be carried, and must be displayed in cases where a stationary car could be a hazard to other road users (e.g., breakdown).

5.2 SOS/OK SIGNS

- (a) Each car is to carry at least one 'OK/SOS' sign. 'OK' shall be green or black, and 'SOS' shall be red. The sign may incorporate reflective materials.
- (b) Supplementary Regulations are to specify whether the organiser will supply a sign in the road book, or as a separate rigid sign, or if each Crew is to supply its own rigid sign.
- (c) If a sign is supplied in the road book, the back cover of the road book or Route Instructions shall be printed on one side with 'OK' and 'SOS' on the other side, and printed on card (min. 130gsm). The background must be at least A4 size (297mm x 210mm). For all Australian Rally Championship and National-level Tarmac Rally events the sign background must be A3 size (420mm x 297mm).
- (d) Road signs shall be on a mounting sheet of area at least 620cm² and the letters shall be clearly discernible and fit for the purpose. Such signs may be mounted on to rectangular or triangular self-supporting brackets. Where the Crew is to supply the sign, it shall be presented at scrutiny.

5.3 FIRST AID KIT

- (a) All vehicles are required to carry on board a weatherproof emergency first aid kit, which can be easily accessed, containing at least the following:

2 x extra large universal accident dressings
2 x large open weave bandages
2 x medium open weave bandages
1 x pair dressing scissors
1 x roll adhesive tape
6 x safety pins
1 x large burn dressing with a non-adhesive surface
1 x thermo accident blanket
2 x medium combination pads
6 x adhesive plaster strips
1 x triangular bandage
2 x sterile eye pads
1 x first aid manual

Notes:

- (b) These items may be purchased from St John Ambulance as a kit or from any reputable first aid supply company.
- (c) This kit is no substitute for first aid training. It is recommended that all competitors should undertake a first aid training course.