

***2019***

***AUTO DIVISION***

#### SUPPLEMENTARY

***REGULATIONS***

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***1: EVENT ORGANISATION***

***1.1: DESCRIPTION***

The Sunraysia Safari Cross Country Rally (hereafter referred to as “the Event”) is a

**Multi-Club Cross Country Rally**, which will be based in Wentworth, and conducted over a variety of public and private roads in New South Wales, on September 11, 12, 13 and 14, 2019. The Event shall consist of 4 days (legs), and each of the 4 legs shall comprise competitive “Selective” sections, linked by non-competitive “Transport” sections.

***1.2: AUTHORITY***

The Event shall be held in accordance with the FIA International Sporting Code including Appendices, the National Competition Rules (NCRs) of the Confederation of Australian Motor Sport (CAMS), the CAMS Cross Country Rally Standing Sporting and Technical Regulations, these Supplementary Regulations, the Event Further Regulations, and any other Bulletins and Regulations that may be issued.

This Event will be conducted under and in accordance with CAMS OH&S, CAMS Safety 1st and Risk Management Policies, which can be found on the CAMS website at [www.cams.com.au](http://www.cams.com.au).

The CAMS Permit Number authorising the Event is **219/1409/01**, which will be displayed on the official Notice Board at the Event.

***1.3: PROMOTER***

The Event shall be promoted and organised by Rally Management Australia Pty. Ltd. ABN 48 128 198 756

27 Stonecutters Rd Portsea 3944 email: [tb@tbms.net](mailto:tb@tbms.net)

***1.4: KEY EVENT OFFICIALS:***

**ORGANISING COMMITTEE:**

* Event Director/Clerk of Course: Troy Bennett 9898037
* Event Secretary: Ann Mulholland 9660278
* Safety Officer: Alan Wells 88814
* Chief Scrutineer: Graeme Palmer 884706
* Results Officer:

***ORGANISING COMMITTEE (continued):***

* Medical Co-ordinator: Jeff Woods 1093398

Motorsport Safety and Rescue

* Course Car Co-ordinator: Alan Wells 88814
* Communications Co-ordinator: Ray Hill, RFS TBA
* Remote Refuel Manager: Simon Pradhan, Wentworth SES TBA
* HQ/Overnight Stop Manager: Anne Le Huray TBA

***CAMS OFFICIALS:***

* Event Checkers: Bill Bennett 9936835

David Johns 9552209

* CAMS Steward: Les Shadwick 1072248

***2: PROGRAM:***

Entries Open: Upon Publication of these Regulations

Entries Close: Friday July 19, at 17:00 AEST

Compulsory Competitor Briefing: Monday September 9, 18:00, Coomealla Club

Documentation: Tuesday September 10, from 9:00-16:00 Rally HQ

Scrutineering: Tuesday September 10, from 9:00-16:00 Rally HQ

Safari “Show ‘n Shine”: Tuesday September 10, from 16:00-20:00 Rally HQ

Leg One: Wednesday September 11

Leg Two: Thursday September 12

Leg Three: Friday September 13

Leg Four: Saturday September 14

Event Presentation Function: Saturday September 14, 19:00 Venue: TBC

***2.2: EVENT HEADQUARTERS/OVERNIGHT STOP LOCATION:***

The Event Headquarters, and official Overnight Stop location will be located at the Wentworth Showgrounds, Armstrong St Wentworth. Camping is available free of charge from Monday September 9-Sunday September 15 inclusive. All competitive vehicles will be required to remain within the Showgrounds overnight in “impound” conditions i.e. repairs and preparation may be undertaken, but the vehicle ***cannot leave the Showgrounds without the express permission of the Event Director, and/or Chief Scrutineer.*** Showers and toilets are available, along with catering (see below). The Wentworth Show Society will also be operating a bar each night.

Competitors may choose to stay elsewhere (provided their competition vehicle remains in the Wentworth Showgrounds), and the Wentworth Tourism centre are eager to assist you with finding suitable accommodation for you, including potential discounts and special offers. You can contact Karen through [**www.visitwentworth.com.au**](http://www.visitwentworth.com.au/)or call the Wentworth Visitor Centre direct on 03 5027 5080.

***2.3: CATERING***

For those who have booked a meal package prior to the Event, food will be available at the Event Headquarters each morning and evening, and lunch will be available at each of the service locations for 4 legs of the Rally. We have partnered with local community groups, who will be providing the meals as part of their fund raising activities, so please support them as much as you can through the purchase of the catering packages. **Please note that due to the remote locations of the lunch time services, no other food is available at those locations, and all meals must be pre-purchased prior to the Event.** This is due to the groups needing to know numbers for catering purposes, but also as they’d prefer not to handle any money on the day. So, if you’d like to have your meals provided for you (who wouldn’t!!), please choose one of the following options:

# Full Catering package per person (4x Breakfast, 4x Lunches, 3x Dinners): $300

* **Breakfast and Dinners only: $200**
* **Lunches only: $100**

**Note: The Presentation Function will be held on the Saturday evening of the Event (September 14) at a venue to be determined, so no meals will be available at the Overnight stop that night. Competitors receive a ticket each for the function as part of the Entry Fee, and other tickets may be purchased for the function for Service Crews, family, supporters etc. at a cost of $50 each, which includes a two course dinner. Tickets must be pre-purchased, and you may do so either through the official Entry Form, or at Event Documentation on September 10. Tickets will not be available after September 10. Please note that due to the size of the Event, tickets will be strictly limited this year, due to the size of available venues.**

**Also please note that food will not be available for sale to anyone at the Overnight Stop, you must pre-book a meal package. No exceptions.**

***2.4: AMENDMENTS TO THE REGULATIONS***

The Official Notice Board will be located at the Event Headquarters, Wentworth Showgrounds. Any Bulletins and amendments will be posted there, and it the Competitor’s responsibility to check the Notice Board for information.

***3.1: PROTESTS***

Protests (if any) must be lodged in accordance with the provisions of Part XII of the NCRs.

***3.2: ALCOHOL, DRUGS, AND OTHER SUBSTANCES***

Any holder of a CAMS ‘Competition’ or ‘Officials’ licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS ‘Competition’ or ‘Officials’ licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

***3.3: TRAFFIC INFRINGEMENTS***

Competitors are reminded that as a Road Event, Competitors and their Service Crews (if applicable) will be travelling on public roads (Transport stages) in between the competitive “Selective” sections. Competitors and Service Crews must obey all relevant traffic laws, and failure to comply will result in Competitors being referred to the Event Stewards to issue a penalty at their discretion, up to Exclusion from the Event. Serious breaches may result in charges being laid against the Competitor for bringing the sport into disrepute. Competitors are reminded that they may be held responsible for the conduct of their Service Crews.

***3.4: JUDGE OF FACT***

Any person appointed as an Official of the Event shall be a Judge of Fact in relation to the following items:

* Time of arrival, departure from and direction of entering or leaving a control
* Departure from the specified course
* Failure to close a gate when required
* Failure to wear a safety helmet or seat belt when required
* Damage to, or interference with property (accidental or otherwise)

Scrutineers appointed by the Event Organisers are Judges of Fact in relation to the safety and eligibility of vehicles. Rally Safe timing and location data is also considered to be a Judge of Fact, particularly in relation to any course cutting, or speeding offences.

***4.1: CREW ELIGIBILITY***

In order to compete in the Event, Crews must hold a CAMS Clubman Rally Licence, or Clubman Navigator licence, as a minimum. As the Event is a Multi Club Special Stage Cross Country Rally, CAMS Off Road licences are not acceptable. If a Competitor holds a CAMS Clubman Navigator or National Rally Navigator licence, they are not permitted to drive at any time during the Event. Any Crew Member wishing to drive in the Event must also hold a valid Australian Civil Driver’s Licence.

There is a minimum of two Competitors per entry, with a maximum of three Competitors per entry allowed. Competitors may choose to swap the Crew in the vehicle on any given leg (subject to the appropriate licence requirements being met), if the vehicle is not designed to carry 3 people. If a swap is to occur, the specific Crew Members must be nominated to the Event Director by no later than 20:00 hours the night prior to the leg, and cannot be swapped under any circumstances without the express permission of the Event Director.

Entries with two Competitors only may alternate roles within the car at any time, subject to the appropriate Civil and CAMS Competition licences being held.

In the circumstance that a crew member (of a two crew entry only) is unable to continue in the event (due to injury or illness or other exceptional conditions), a crew member from a vehicle that has already retired from the event may be permitted to join that crew. Extenuating circumstances will need to be demonstrated, and this may only occur at the absolute discretion of the Event Director, and CAMS Stewards. The outright placing of the vehicle that the crew member is swapping into shall remain as the vehicle’s placing, not the overall placing of the crew member that has swapped into the vehicle.

Competitors must be a member of a CAMS affiliated Car Club, and proof of membership will be required at Documentation.

***4.2: APPAREL***

During selective sections, all Competitors must wear apparel that is compliant with Schedule D of the CAMS Manual, as per Multi Club Rally requirements, with the exception being a higher level of Flame Retardant Overalls/Other Outerwear required for this Event, which is the requirement for Competitors to wear Flame Retardant Overalls that complies with Category C. ***Please note that Frontal Head Restraints (FHR) are now Mandatory.***

***4.3: COMPULSORY BRIEFING***

There is a compulsory Briefing for all Competitors, which will be held at 18:00 on Monday September 9, at the Coomealla Club, Silver City Hwy Dareton. All Competitors must be in attendance, and will be required to sign to verify attendance. A penalty of $100 will apply to each Competitor that is not in attendance, which will need to be paid to the Organisers prior to the Competitor being allowed to start the Event. Non attendees must arrange a separate Briefing with the Clerk of the Course prior to the start of the Event.

***4.4: ENTRY FEES***

Entries open upon publication of these Regulations, and close at 17:00 on Friday July 19, 2019. Entries need to be made using the official Entry Form, and an entry will not be considered as accepted unless all information is supplied, the full fee has been paid, and Competitors have signed the Entry Form.

Only the bona fide legal owner of an automobile shall be entitled to enter the automobile in any competition unless the Competitor at the time of entry produces the written consent of the bona fide legal owner to enter the automobile in the competition and who shall then for all purposes hold the status of the bona fide legal owner (NCR 73).

The Organisers reserve the right to reject any entry without giving a specific reason, in accordance with NCR 83, and in such a case will refund the Entry Fee in full. Notification of such a refusal shall be sent to the Competitor in accordance with the NCRs.

The Organisers reserve the right to cancel, abandon or postpone the Event if fewer than 30 entries are received by the entry closing date (NCR 59). In the Event of “Force Majeure” or postponement, the Organiser may retain a levy of 10% of the Entry Fee for administrative expenses.

The Entry Fee for the Event is $2990 AUD (inc. GST), and includes:

* CAMS levies and Insurance for both Competitors
* Hire of Rally Safe unit, and Medical Intervention Team
* 1 set of Route Instructions
* 1 set of Service Crew Instructions
* 2x Merchandise Pack (1 per Competitor)
* 2x Tickets to the Event Presentation Function (1 per Competitor)
* 2x Event Documentary DVDs and 2x Event Photo Albums (1 per Competitor)

NOTE: The fee for an additional Competitor is $770 (inc. GST), and entitles the Competitor to all Event insurances (as per CAMS insurance provisions), 1 Merchandise Pack, 1 Ticket to the Event Presentation Function, 1 Event Documentary DVD, and 1 Event Photo Album.

Additional Service Crew instructions may be purchased for $30 per set.

There is no charge for Service Crews.

Completed Entry forms, and the relevant fees, may be either sent by mail, or submitted via email, with Direct Deposit into the Organiser’s Bank Account.

BY MAIL: Rally Management Australia Pty. Ltd

27 Stonecutters Rd

Portsea Vic 3944

(Cheques made payable to “Rally Management Australia Pty. Ltd”)

BY EMAIL: [tb@tbms.net](mailto:tb@tbms.net)

Bank BSB Number: 083 912

Account Number: 121 582 473

Account Name: Rally Management Australia Pty. Ltd.

(please ensure you include your name in the payee details so we can reconcile your entry)

***4.5: CHANGE OF ENTRY DETAILS/WITHDRAWAL OF ENTRIES***

Competitors may, subject to the approval of the Event Director, change any details relating to the vehicle prior to Event Documentation on September 10, 2019. Competitors may also, subject to the approval of the Event Director, change Crew Members at any time prior to Event Documentation on September 10, 2019.

If a Competitor elects to withdraw their entry, the following applies:

Withdrawal prior to close of entries (17:00 July 19, 2019): Full refund, less 10%

Withdrawal between 17:01 July 19, and September 1, 2019: Full refund less 50%

Withdrawal after September 1, 2019: Refund at discretion of Event Organisers

***4.6: LATE ENTRIES***

Entries received after 17:00 on July 19, 2019, may be accepted at the discretion of the Event Organisers. A late fee of $250 will apply, and will be payable when the entry is submitted.

***4.7: EVENT INSURANCE***

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the Event.  Further details can be found in the CAMS Insurance Handbook, available at [www.cams.com.au](http://www.cams.com.au).

Please note that in accidents resulting in damage to property, the Competitor will be required to pay the excess, or the cost of repairs, whichever is lesser.

***4.8: PERSONAL INSURANCE***

Competitors are reminded that Personal Accident Insurance in excess of that covered under the CAMS Event Insurance, is the responsibility of the Competitor, Service Crew, or any additional individuals associated with the Event. It is highly advised that Competitors take out additional insurance coverage. The Organisers will not be held liable for any costs incurred outside of the CAMS Insurance coverage.

***4.9: AMBULANCE SUBSCRIPTION***

It is a compulsory requirement of this Event that all Competitors are members of an Ambulance Subscription Scheme, and evidence will be required at Documentation. Competitors are advised to closely study the details of their policy if Ambulance Coverage is included in their Health Insurance, as it has been brought to the Organiser’s attention that some policies do not provide total coverage, which would lead to the Competitor being liable for an additional Ambulance travel or transfers, beyond the handover from the Event Medical Staff to the State Ambulance Service. Don’t get caught short!

***4.10: VEHICLE INSURANCE***

Vehicle Insurance (Third Party or Comprehensive) is entirely the responsibility of the Competitor. Please note the CAMS Insurance does not cover Third Party damage to another vehicle (i.e. if you run into it).

Competitors with a vehicle registered in Queensland are required to obtain, and produce at Documentation, a separate Third Party extension document issued for vehicles competing in Motorsport Events. This document is readily available through Suncorp.

***5.1: VEHICLE ELIGIBILITY***

All vehicles must comply with current VicRoads/RMS provisions in respect to being operated on public roads. Vehicles will need to be fully road registered, or have an approved permit for driving on public roads, such as a valid Unregistered Vehicle Permit, a dedicated Rally Car registration scheme (such as the RP scheme in Victoria), or an approved vehicle modification registration. Depending on the state, you may also require a current Compulsory Third Party (CTP) Insurance policy, which will need to be presented at Documentation.

It is the Competitor’s responsibility to ensure their vehicle meets one of these requirements, and is therefore legally able to be driven on public roads for the duration of the Event.

The Vehicle Identification Number (VIN) and Engine Number must be correctly shown on the specific registration/permit document. The chassis and/or engine may not be swapped during the Event.

All competing vehicles must have an FIA or CAMS Log Book, as per Part IX, NCR 150 in the current CAMS Manual. This log book must be presented at Documentation and Scrutineering.

***5.2: GENERAL REQUIREMENTS***

Vehicles must comply with Schedule NRC VG of the Current CAMS Manual, the current CAMS Cross Country Rally Standing Technical Regulations, or the current general and specific requirements for Off Road vehicles.

Seat belts must be fitted for all Crew Members and must be worn at all times when the vehicle is in motion. Failure by any Crew Member to do so may lead to exclusion. Seat belts must comply with the provisions of Schedule I for rallies (refer “General Requirements for Cars and Drivers”). The mounting points, if not standard as supplied with the vehicle, must be to the satisfaction of the Chief Scrutineer.

A safety cage structure, complying with Schedule J (refer “General Requirements for Cars and Drivers”) must be fitted. Protective padding must be fitted to the safety cage in accordance with the provisions of Schedule J (see “General Requirements for Cars and Drivers”). Utility (pick-up) vehicles may replace the rear window (glass) with a suitable material; i.e., 1.5mm thick or clear material 3mm thick, which may be modified to allow the passing through of the rear braces for the safety cage.

One or more fire extinguisher/s complying with Schedule H (refer “General Requirements for Cars and Drivers”) must be securely mounted within the passenger compartment and be readily accessible to all Crew Members. Refer Schedule R for full details of required fire extinguishers, including maintenance provisions (see “General Requirements for Cars and Drivers”).

Four triangular warning signs with sides of at least 300mm in length must be carried in the vehicle at the start of the Event, for use when the vehicle is immobilised. When not in use, there must always be no less than two such triangles available in each vehicle.

External rear view mirrors must be fitted to both sides of the vehicle, each with a reflective surface of at least 50 square centimetres. Subject to road traffic Regulations, for safety reasons it will be permitted to fit different and/or more robust external mirrors, but with only minimal alterations to the coachwork.

Mudflaps must be fitted behind each driving wheel. Standard mudflaps as originally fitted to the vehicle may be replaced or modified. If replaced, the mud flap must be of stout rubber or similar material at least 5mm thick, so as to mask the tyre completely when viewed from the rear of the vehicle. The lower edges of the mudflap must be not less than 50mm and no more that 100mm of the ground when the vehicle is stationery in a ready to-start (laden) condition. Hinged mudflaps are not permitted.

Towing points, which must be readily accessible and robust, must be fitted to front and rear of vehicle. Refer article R of Schedule B (see “General Requirements for Cars and Drivers”) for guidelines.

A 40-channel UHF radio (477 MHz) with duplex function and 60-second time-out timer. During the Event, radio installation and performance checks may be made by the organisers, and radios which are not operating correctly will be required to be repaired or replaced before the vehicle can start the next Leg, except at the discretion of the Clerk of the Course.

Two red or amber dust lights must be fitted to the rear of the vehicle at a minimum height of 1.5 metres above the ground. Each must be of at least 21 watts minimum power and maximum 55 watts, and each must have a lens area of at least 60 sq. cm. They must be attached to the left and right rear of the vehicle, or for utilities, on or near the upper angles of the rear part of the cabin. These lights must be constantly switched on during the running of all selective sections, and are recommended to be on during unsealed road sections.

Occupant’s seats and their mountings are free, provided they comply with Schedule C (see “General Requirements for Cars and Drivers”). Seats must include a headrest. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat (where fitted). The limit relating to the front seat is formed by the height of the seatback without the headrest, and if the headrest is incorporated into the seat, by the rearmost point of the Drivers shoulders. Notwithstanding, Off Road vehicles must comply with the provisions of the Off Road Regulations in relations to seats.

***5.3: PROHIBITED ITEMS***

The following items are prohibited for vehicles in all classes:

* Studded or Spiked Tyres
* Roof Racks or similar

***5.4: VEHICLE GROUPS AND CLASSES:***

At the time of presentation at Scrutineering, the vehicle must comply with the requirements for one of the following groups:

**Group A1:** Production 4WD (Group A0 vehicles are also eligible within this group):

A1.1 Recreational vehicles & Light Commercials up to and including 3500cc A1.2 Recreational vehicles & Light Commercials 3501cc and over A1.3 Diesel vehicles all capacities

**Group A2:** Modified Production 4WD:

A2.1 Vehicles up to and including 3500cc up to and including 3500cc A2.2 Vehicles 3501cc and over A2.3 Diesel vehicles all capacities

**Group A3:** Modified Prototype 2WD and CAMS Performance 2WD and Off Road Extreme 2WD

Class: A3.1 Modified 2WD vehicles up to and including 3500cc

A3.2 Modified 2WD vehicles 3501cc and over

A3.3 CAMS Off Road Extreme 2WD vehicles

A3.4 CAMS Off Road Performance 2WD vehicles

A3.5 Light Commercial vehicles up to 3500cc.

**Group A4:** Buggies:

CAMS Off Road Pro Buggy CAMS Off Road Prolite Buggy CAMS Off Road Super 1650 Buggy CAMS Off Road Sportsman Buggy CAMS Off Road Clubman Buggy

**Group A5:** Unlimited 4WD and CAMS Off Road Extreme 4WD Vehicles:

A5.1 Modified 4WD recreational vehicles up to 3500cc A5.2 Modified 4WD recreational vehicles 3501cc and over A5.3 CAMS Off Road Extreme 4WD vehicles

**Group A6:** Utility Terrain Vehicles (UTV) Side by Side Class

Current eligible vehicle manufacturers and models are:

* Polaris (Ranger models)
* Can Am (Commander models)
* CF Moto (Z6, Z6 Spec R)
* Yamaha Rhino
* Arctic Cat – Wild Cat 1000i H.O

**FIA:** All vehicles built to comply with FIA Cross Country Rally Regulations (homologation documents may be required to determine eligibility for this class).

**PRC:** Classic, Historic and Production Rally Cars, all classes and capacities

**INV:** Invitational entries, not eligible for outright awards, at the discretion of the Event Organisers.

Note: vehicles must be able to be driven on public roads, and comply with the requirements for an unregistered vehicle permit, or be fully registered.

***5.4.1: SERVICING OF VEHICLES***

All Service Crews must be registeredwith the Organisers and these Crews **only** will be permitted in the Service Areas. Registration must be made on the official Entry Form.

Service vehicles must not enter any Designated Control Zone or access the course, and must use only the roads specified in the Service Crew Instructions, which will be issued to Competitors who have registered Service Crews, at the same time as they receive their Route Instructions. **Service Crews who need to access the course to recover broken down vehicles, must not do so until permission is given by the Clerk of Course, or an Official appointed by the Clerk of Course.** Service Crews will also need to take instruction from the Event Recovery Officials so as to not impede the smooth running of the Event.

***Servicing is only permitted in service/refuelling locations nominated in the instructions. Service Crews are not permitted to assist, service or refuel Competitors or access the course other than at these points.*** A compliant Fire Extinguishermust be readily available duringrefuelling at all times.

***5.5: VEHICLE SIGNAGE***

Advertising/signage on vehicles is permitted provided there is no conflict with CAMS NCRs, and provided they do not occupy the space required by the Event Organisers for compulsory Event signage. Prior to the Event, the organisers shall supply Event doorplates, vehicle numbers, and other compulsory signage as required. The signage must be affixed as follows:

* A 50x50cm area, for the Event doorplate and competition number, on each side of the vehicle, to be located on each front door of the vehicle (or in a similar location on the side of vehicles without doors (buggies etc.)
* Two 50x25cm areas, on each side of the vehicle (4 in total), for Event sponsors, located so as to be clearly visible from the side of the vehicle
* A 50x25 cm area, on the foremost part of the front bonnet, for Event signage.

NOTE: It is a condition of entry that the compulsory Event signage is displayed on vehicles.

***5.6: DOCUMENTATION***

Documentation will be open at Event HQ, Wentworth Showgrounds, Armstrong St Wentworth, on Tuesday September 10, from 9:00-16:00. Competitors are required to produce the following:

* Current and valid Civil Driver’s licence (if applicable)
* Current and valid CAMS Competition (Rally) Licence
* Proof of current and valid membership of a CAMS Affiliated Car Club
* Proof of current and valid Ambulance Subscription (or Insurance)
* Current and valid Vehicle Registration/Permit
* CAMS/FIA vehicle log book
* Current and valid Compulsory Third Party Insurance (if applicable)
* Letter of authority from the bona-fide owner of the vehicle (if applicable) or completion of the [CAMS Vehicle Legal Owner’s Declaration](http://docs.cams.com.au/CAMS%20Forms/Logbooks/2017_Vehicle%20Legal%20Owners%20Declaration.pdf) Form.

***5.7: SCRUTINEERING***

Pre-Event Scrutineering of vehicles will occur on Tuesday September 10, from 9:00 until 16:00, at Event HQ, Wentworth Showgrounds. Vehicles must be presented in a ready-to-start condition, with all compulsory and optional equipment on the vehicle. Scrutineers appointed by the Organisers will examine vehicles for safety and general compliance with these Regulations. Unless prior arrangements have been made with the Event Organisers for Scrutineering outside of the published time, a fee of $100 will apply.

If a vehicle fails to pass scrutiny, and is unable to start Leg One as a result, but can meet scrutiny compliance for the start of Leg Two, they may do so, incurring maximum times penalties for all stages missed. During the Event, Scrutineers appointed by the organisers will check vehicles at random times and locations, at which time safety and general compliance of the vehicle will be examined. The Competitors will be advised of any issues, which must be rectified as directed by the Event Organisers. Any vehicle found to be unroadworthy by a Police Department or relevant RTA will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

At the conclusion of the Event (Leg 4), vehicles may be held for Post Event Scrutiny, and will only be released on the authority of the Event Director.

***6.1: RALLY SAFE***

The Event will be utilising the Rally Safe Vehicle Tracking system for both safety and timing purposes. The Organisers will supply Competitors with a Rally Safe unit for the duration of the Event, which must be installed in compliance with the instructions as provided by Rally Safe. Please note that Competitors must purchase the “Permanent Installation Kit” directly from Rallysafe prior to the Event (not available at the Event). The cost is $175, and is a one off expense, which will result in the Competitor having the kit permanently in their vehicle for future Events.

The RallySafe unit is a small electronic module fitted to a vehicle for use by the Navigator and Driver. It incorporates a full colour display, key pad, accelerometers, a radio transceiver, GPS, GSM and satellite communications capabilities. The RallySafe electronic device uses all of this latest technology to automatically transmit warnings and vehicle status data from unit to unit and to Rally HQ as quickly and efficiently as possible.

The main safety function of the system is to automatically generate hazard warnings in the Event of an accident. This signal is transmitted immediately to following Competitors’ vehicles and Rally HQ. Each in-car unit indicates a competing vehicle’s speed, severity of accident and location in reference to the designated course.

The Driver or Navigator is able to upgrade or downgrade the warning that their vehicle transmits when the system identifies an extraordinary Event. An example could be if a vehicle unexpectedly stops on course but does not present any danger to itself or following Competitors.

Push to pass functionality is also a feature allowing a Competitor to warn forward vehicles of their intention to overtake greatly eliminating risks taken in dust or hazardous passing locations.

For further information, and to purchase the Permanent Installation Kit (if not already fitted to the vehicle), please log on to [www.rallysafe.com.au](http://www.rallysafe.com.au) Please allow enough time to purchase your kit, have it delivered and installed in your vehicle prior to the Event. The use of Rally Safe in this Event is compulsory for all Competitors.

***6.2: COURSE STRUCTURE***

The Event is a Special Stage Cross Country Rally, conducted over 4 separate legs. Each of those legs shall be made up of a variety of Selective (competitive) sections, and Transport (liaison) sections. Selective sections are conducted on private and/or closed roads and are timed to the second. Transport sections are conducted on public roads, and as such are subject to normal road rules and conditions.

It is forbidden to travel in the wrong direction on the course at any time, with the penalty being up to exclusion.

“CUT AND RUN”

If a Competitor chooses not to compete in a Selective section, they may elect to miss that section but will have to miss all subsequent sections of the leg. No further time penalties or late time will be applied however, the Competitor will incur the maximum penalty for missing the section(s), which is equal to 200% of the time allowed for each Selective section missed. The penalty for missing Transport sections is equal to 100% of the time allowed for each Transport section missed.

Should a Competitor choose to miss a complete leg, the maximum penalty for missing all sections of that leg will be applied.

Competitors are permitted to re-join the Event, but only at the start of the next leg, and must notify their intention to do so to the Event Director by 19:00 hours on the day before the leg they intend to re-join.

A Competitor may leave the prescribed course only at a Control point, and never from within a Selective section or a Transport section. Competitors who elect to cut and run must advise their intentions to the nearest Control point relative to the section they are currently traversing. It is prohibited to travel in the opposite direction at any time on a Selective section, with penalties up to exclusion. If a Competitor cannot continue on the course in the correct direction to the next Control point, they are to wait for the Sweep Vehicle to arrive, advise their intentions, and surrender their Time Card. Failure to report the intention to cut and run will be referred to the Stewards, who may impose a penalty up to exclusion.

***6.2.1: GATES***

As the Event traverses private farming properties, we are subject to several conditions unique to this style of rallying. Boundary and/or internal gates are one of these, and it is critical that we respect them. All gates on the course will be marked and are to be dealt with as follows:

* GATES WITH A BLUE MARKER: gate should be open upon arrival and will be left open by the Competitor
* GATES WITH A YELLOW MARKER: gate should be closed upon arrival and **must be closed** once the Competitor has passed through.

The only exception to this rule is when two or more Competitors are close together and the last Competitor in the group signals to the first Competitor their intention to close the gate. Failure to close a gate when required to do so may render a Competitor liable to a penalty, including exclusion. Any Crew that does not comply with this requirement will be subject to the penalties set out below:

|  |  |
| --- | --- |
| • Not closing gate: 1st offence: | a time penalty of 60 minutes |
| • Not closing gate: 2nd offence: | a time penalty of 120 minutes |
| • Not closing gate: 3rd offence: | a time penalty of 240 minutes |
| • Not closing gate: 4th offence: | exclusion |

***6.2.2: TOWING VEHICLES***

Towing of a competing vehicle by another competing vehicle is allowed, but only outside Designated Control Zones. The vehicle may NOT be towed through a Designated Control Zone. Instances of dangerous or reckless high speed towing will not be tolerated. Failure to comply with this Regulation will result in a report to the Stewards, who may impose a penalty to both towing and towed vehicles up to and including exclusion.

Mechanical work on a competition vehicle is prohibited within a Designated Control Zone. Vehicles must enter this zone under their own motive power. Should a competition vehicle not be able to use its own motive power to leave a Designated Control Zone, the Competitor must push the vehicle outside this zone to carry out necessary repairs.

**NOTE**: In the context of this Regulation, towing shall also mean pushing or carrying.

***6.3: CONTROLS***

Controls used throughout the Event shall be defined as:

* Timing Controls: These controls are established at the beginning and end of sections for the purpose of recording time and direction of arrival and departure. The location of these controls will be disclosed in the Route Instructions.
* Passage Controls: These are established for the purpose of recording details of passage (including time) of vehicles on the correct route. Competing vehicles are required to stop and have their Time Card noted by the Control Official. The location of these controls may or may not be disclosed in the Route Instructions. Vehicles must stop if directed to by an Event Official, and failure to comply will result in a report to the stewards, who may impose a penalty up to exclusion. Passage controls may also be used in conjunction with Restricted Speed Zones (RSZ) to limit the Competitor’s speed when crossing road intersections or traversing sensitive areas, and failure to comply will result in a report to the stewards, who may impose a penalty up to exclusion.
* Zero Points: These are similar to a Passage Control, save for the fact that the Competitor does not require their time card to be noted. Zero Points required the Competitor to completely stop, and remain stationary for a pre-determined amount of time, which will be displayed on the Rally Safe unit. Once the Rally safe unit has determined the time has elapsed, it will indicate so on the screen, and the Competitor may continue. Failure to comply with this will lead to penalties up to exclusion.

Competitors arriving at a control after its closure will be deemed to have missed that section, and may not continue in the leg. They may (if eligible) re-join in the subsequent leg (see 6.2).

***6.3.1: EARLY CHECK IN AT CONTROLS***

Competitors checking in early at controls will be penalised 2 minutes for every one minute they are early. There are two exceptions to this rule:

-Where a competitor is checking in to the end of leg control (at Wentworth Showgrounds), they may check in early without penalty,

-Where a competitor arrives at a start control early, and is directed to enter the control and commence the competitive stage earlier, by an authorised event official. This will be considered in the interests of competitor safety, and is only permitted at the absolute discretion of the Event Director, Clerk of Course, or their appointed delegate.

***6.4: TIMING***

The Official time will be determined with the Rally Safe timing system, set to Australian Eastern Standard Time. No protest shall lie against the alleged inaccuracy of any timepiece. The Event will use A to B timing.

“Time Allowed” is the time limit for a Competitor to complete a Selective or Transport section without loss of Late Time. This time allowance will be specified in the Route Instructions, and where exceeded, Late Time will start to accrue.

Late Time is the accumulated time by which a Competitor exceeds the Time Allowed for Selective or Transport sections. It is calculated from the beginning of a leg, excludes time held in control, and is non-cumulative from one leg to another.

The Late Time for each leg will be 2 hours, or as advised by official Bulletins. If a Competitor exceeds Late Time for a leg, they will be excluded from the results of that leg. They may (if eligible) re-join in the subsequent leg (see 6.2).

Competitors exceeding their Late Time at a Control will be deemed to have missed that control and all following controls within that leg. Late Time cannot be regained by booking in early at any control. Neither shall time penalties for early arrival be taken into consideration when aggregating Late Time.

The Late Time defined in these Regulations may be modified at any time by the Stewards of the Event, upon the proposal of the Clerk of Course. Exclusion for exceeding the Late Time may be determined only at the end of a leg. Competitors are therefore encouraged to always continue to the end of the leg, provided they arrive at Controls that are still in operation, and the course is still declared as open.

At the start of each leg, Competitors shall be given a Time Card which includes the Time Allowed for each section. Section times will be recorded on this card, by the Control Official who is the only person authorised to enter these times. However, it is the Competitor’s responsibility to ensure their accuracy.

Any correction or amendment made to the Time Card will result in exclusion, unless such correction or amendment was approved in writing by an Official of the Event.

Competitors who fail to report to a Passage Control and/or have their Time Card appropriately noted will be penalized up to 30 minutes.

The loss of a Time Card will incur a time penalty of up to 30 minutes.

***6.5: COMPASSIONATE TIME***

The Event Organisers may, entirely at their discretion, refund time lost by a Competitor through stopping to assist another Competitor who has been involved in an incident requiring medical intervention. An application for refunding of compassionate time must be lodged in writing with the Clerk of the Course no later than 30 minutes after the end of a leg. The Clerk of the Course will determine the outcome of that application at his own discretion, and based upon the information at hand.

***6.6: ROUTE INSTRUCTIONS***

The Organisers will provide each Crew with a copy of the Route Instructions, and any necessary special maps or advice. Such instructions shall have the same force as these Regulations. Route Instructions for Leg 1, and Service Crew Instructions will be issued once Crews have met all Documentation and Scrutineering requirements.

Route Instructions for all legs shall be issued at 18:00 the day prior to that leg, and will be available from the Event Headquarters. It is the Competitor’s responsibility to collect route instructions.

Failure to follow the course in its entirety, as defined by the route instructions, may incur penalties, up to exclusion, at the discretion of the Event Director.

***6.7: CHANGES OR ALTERATIONS TO THE EVENT***

The Clerk of Course, reserves the right to abandon, alter or postpone the Event should, in the opinion of the Organiser, the course or any part of it becomes impassable. The Clerk of Course, may neutralise any section, or sections, or the Event, remit any penalties, regroup the field as to running order, re-time any part of the course, or terminate the Event at any time. Any alterations to the schedules or Route Instructions shall be in writing. At no time shall verbal advice take precedence.

***6.8: STARTING ORDER***

The starting order for Leg 1 will be determined by seeding, based on past results. It is therefore to the Competitor’s advantage to provide as much information (from previous Events) on the entry as possible. The decision of the Event Director with regards to start position is final.

The starting order for subsequent legs shall be in order of ascending total penalty times within descending numbers of sections competed on the previous leg. Where there is a tie the Event Director will determine which vehicle starts first.

***7: RESULTS AND AWARDS***

To be classified as a finisher, Crews must fully complete 3 of the 4 legs of the Event, including Leg 4.

The final results of the Event shall be determined in the first instance on the basis of the number of sections completed. A Crew is deemed to have completed a section when, having departed from the control point at the start of the section they arrive at the control point at the end of the section, having completed 100% of the specified route for that section, and not having exceeded Late Time.

Placing amongst Competitors who have completed the same number of sections shall be determined on the basis of time penalties applied. The vehicle with lowest time penalty shall be declared the winner of the Event; the vehicle with the next lowest time penalty shall be declared second, and so on, in ascending order of penalty time.

Classification within vehicle groups and classes shall be determined in the same manner. In the Event of a tie for any place, awards for that place shall be divided equally between the tied vehicles.

Event awards shall be presented to the following:

* Outright Awards: To the first, second and third outright placed Competitors
* Group Awards: To the first placed Crew in each of the following vehicle groups:
  + Group A1: Production 4WD
  + Group A2: Modified Production 4WD
  + Group A3: Modified Prototype 2WD and CAMS Performance 2WD and Off Road Extreme 2WD
  + Group A4: Buggies
  + Group A5: Unlimited 4WD and CAMS Off Road Extreme 4WD Vehicles
  + Group A6: UTV/Side by Side Vehicles
  + FIA:
  + PRC: Classic, Historic and Production Rally Cars
  + INV: Invitational entries

***8: PENALTIES***

As per the Cross Country Rally Standing Regulations and the following table:

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Summary | Refer  In Supp  Regs | C of C | Start  Refused | Exclusion | Time Penalty | Monetary  Penalty | Stewards  Discretion |
| Consumption of intoxicating liquor by Competitors during competition | 3.2 |  |  | exclusion |  |  |  |
| Failure to respect traffic laws | 3.3 |  |  | up to exclusion |  |  |  |
| Absence at briefing | 4.3 | X |  |  |  | $100 |  |
| Unauthorised removal of competitive vehicle from impound | 2.2 | X |  | up to exclusion |  |  |  |
| Unauthorised Crew change | 4.1 | X |  | exclusion |  |  |  |
| Not wearing seatbelt/helmet | 3.4 |  |  | exclusion |  |  |  |
| Use of banned fuel | 5.2 |  |  | exclusion |  |  |  |
| Use of studded or spiked tyres or chains | 5.3 | X | X |  |  |  |  |
| Use of roof racks or similar | 5.3 | X | X |  |  |  |  |
| Towing vehicles through a Designated Control Zone | 6.2.2 |  |  | up to exclusion |  |  | X |
| Dangerous or reckless high speed towing | 6.2.2 |  |  | up to exclusion |  |  | X |
| Unroadworthy vehicle | 5.1 |  |  | up to exclusion |  |  | X |
| Service Crews servicing in non- allowed areas | 5.4.1 |  |  | up to exclusion |  |  | X |
| Failure to follow the course in its entirety (ie short cutting) | 6.6 | X |  | up to exclusion |  |  |  |
| Wrong direction on course | 6.2 | X |  | exclusion |  |  |  |
| Missing Selective and Road Sections | 6.2 | X |  |  | 200% - selective  100% - road |  |  |
| Not closing gate: 1st offence | 6.2.1 | X |  |  | 60 mins |  |  |
| Not closing gate: 2nd offence | 6.2.1 | X |  |  | 120 mins |  |  |
| Not closing gate: 3rd offence | 6.2.1 | X |  |  | 240 mins |  |  |
| Not closing gate: 4th offence | 6.2.1 |  |  | exclusion |  |  |  |
| Competitor baulking, obstructing or shunting |  |  |  | up to exclusion |  |  | X |
| Failure to report death or injury to stock, and/or damage to property |  | X |  |  | 60 mins |  |  |
| Failure to report an accident involving a member of the public |  |  |  | up to exclusion |  |  | X |
| Exceed Late Time | 6.4 |  |  | exclusion from  results of leg |  |  |  |
| Loss of Time Card | 6.4 | X |  |  | 30 mins |  |  |
| Unauthorised correction or amendment of Time Card | 6.4 |  |  | exclusion |  |  |  |
| Failure to report intention to “Cut and Run” | 6.2 |  |  | up to  exclusion |  |  | x |
| Failure to report to a Passage Control, and/or have time card appropriately noted | 6.4 |  |  |  | 30 mins |  |  |
| Failure to comply with Zero Point control procedures |  |  |  | up to exclusion |  |  |  |
| Failure to obey an official |  |  |  | up to exclusion |  |  | X |

|  |  |  |  |
| --- | --- | --- | --- |
| Early arrival at Time Control (except where permitted as per 6.3.1) |  | X | 2 min/min or part thereof |
| Late arrival at Time Control |  | X | 1 min/min or part thereof |
| Departing early from a Start Control |  | X | 1 min |
| Missing, re-entering or leaving WD from a Control |  | X | miss the  section |
| WD at Passage Control |  | X | 60 mins |
| Stopping between Flying Finish warning and Control Stop point |  | up to exclusion | X |
| Other breaches | Will be penalised in accordance with the provisions of these Supplementary Regulations, the Cross Country Standing Regulations, the National Competition Rules of the CAMS, and/or at the discretion of the Stewards | | |

***9: FURTHER REGULATIONS***

The Event Organisers will issue a set of Further Regulations prior to the Event, which will provide additional information in relation to the Event.