

A capitalised and italicised word in this document is defined in the National Competition Rules (NCR). Any HEADING is for reference only and has no regulatory effect.

Introduction

These National Rally Standing Regulations (NRSR), formerly the National Rally Code, apply to each *Rally Event* conducted in Australia, unless specific exemption is authorised by the Australian Rally Commission (ARCom). An *Organiser* may apply to ARCom via their respective State Rally Panel for approval to vary specific provisions before draft *Supplementary Regulations* are submitted to *Motorsport Australia* for permit approval at permits@motorsport.org.au. ARCom may delegate approval of certain variations to State Rally Panels. In considering such applications, ARCom or its delegate will consider the need to maintain levels of safety, community relations and fairness and abide by the spirit of the NRSR.

The NRSR is further split into the following sections – each published separately:

- (i) NRSR – Events General (EG)
- (ii) NRSR – Special Stage Rally (SSR)
- (iii) NRSR – Vehicles General (VG)
- (iv) NRSR – Touring Event (TE)

Events General (EG) and Vehicles General (VG) are applicable to each *Rally Event* and vehicles unless stated otherwise, while Special Stage Rally (SSR) and Touring Event (TE) apply to only to an *Event* of that nature respectively. Standing Regulations ~~referred to here~~ detailed in SSR, VG or TE take precedence over the NRSR where there is any conflict or confusion.

In general, each Australian Rally Championship (ARC) Event is conducted under the provisions of the ARC Sporting and Technical Regulations. Where ARC regulations and the NRSR differ, the ARC Sporting and Technical Regulations take precedence.

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

DEFINITIONS

1.2 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.

1.3 “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 NRSR SSR.
- (c) Other events using A to A Timing: As per the NRSR SSR.

1.4 “A TO B” TIMING

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

1.5 BRIEFING

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

1.6 BULLETIN

Issued after the publication of *Supplementary Regulations* or *Further Supplementary Regulations* and are to modify, clarify or complete the *Supplementary Regulations*. They should be dated and sequentially numbered and approved by *Motorsport Australia* prior to the commencement of the event or by the Stewards thereafter. These Bulletins so issued then form an integral part of the *Event Supplementary Regulations*. Each *Competitor* are bound by a Bulletin once so issued. The *Organiser* may where reasonably possible require that each *Competitor* acknowledge their acceptance of a validly issued Bulletin as a condition of being further permitted to participate in an *Event*.

1.7 CHECKER

A person appointed as a senior *Motorsport Australia* official, who is the holder of a current *Motorsport Australia* Course Checker endorsement. The Course Checker acts as an advisor to the Clerk of the Course, and as a condition of event Permit issue, must be satisfied that the event can be conducted in accordance with; the *NCR*, the *NRSR* and Public Safety and Control Procedure, Checkers Manual, the Series Regulations, the *Event Supplementary Regulations*, any Further Regulations issued for the *Event* and any other requirements of the *Motorsport Australia* administration, State Council or it's executive.

The Checker must also ensure that the proposed Route Instructions define the intended route unambiguously, and that on the day of the *Event*, it is safe for the general public, officials and each *Competitor*.

1.8 COMPETITION – defined in the NCR

Where an event consists of multiple parts with separate results or Heats, each one shall be considered to be a *Competition*.

1.9 CONTROL CARD

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

1.10 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.

1.11 CREW

Those people nominated by the *Competitor* and accepted by an *Organiser* to take part in a *Competition*.

1.12 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.

1.13 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.

1.14 LEG

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

1.15 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.

1.16 EVENT – defined in the NCR

1.17 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.

1.18 PERMIT

Document issued by *Motorsport Australia* following recommendation of the Event Checker, by which permission to conduct an event is confirmed.

1.19 PIGGYBACK COMPETITION

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

1.20 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.

1.21 QUIET ZONE

Part of a Transport Section or Liaison where each vehicle must travel so as to be as inconspicuous as possible and not draw the attention of, or create any nuisance to, the public.

1.22 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.

1.23 TOURING EVENT

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.

1.24 ROUTE INSTRUCTIONS

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

1.25 SPECIAL STAGE RALLY

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

1.26 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.

1.27 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*.

1.28 TIME CARD

The official document 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 a *Competitor*, driver, co-driver and navigator refer to the *Manual* – General Appendix.
- (b) Each driver and co-driver 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. Such driving licences must be presented to the *Organiser* at the *Event* documentation and upon request.
- (c) The requirement for a civil driver's licence does not apply to any co-driver holding a Rally licence issued with a Navigator only condition, or other Crew member who does not intend to drive at any time during the *Event*. A Crew member who does not present a valid civil driving licence at the *Event* documentation check (including those holding a Navigator only condition) is required to sign a declaration to the effect that they will not drive the vehicle entered during the *Event*. Should they subsequently do so, that vehicle 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 a Special Stage *Rally* 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 *Motorsport Australia* rally@motorsport.org.au that they have met all of the following requirements:
 - (i) Have an extensive record of participation in another discipline of motorsport;
 - (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 *Motorsport Australia* and civil requirements for licencing; and
 - (v) written permission from *Motorsport Australia* 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 a *Rally* subject to Article 2.1(d) and 2.1(f) is as follows:

12 years	Touring Event that does not involve <i>Speed Event</i> Special Tests
14 years	Other Road Rally <i>Event</i>
	Introductory Rally
	Stage 1 Rallysprint
16 years	For each other <i>Rally Event</i> , including Special Stage <i>Rally</i> , Stage 2 Rallysprint and Tarmac <i>Rally</i> .

- (f) Notwithstanding Article 2.1(e), the participation of persons under the age of 16 but no less than 14 years as a co-driver/navigator in a Special Stage *Rally* and Tarmac *Rally* may be permitted on a case-by-case basis where the individuals satisfy *Motorsport Australia* 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 *Motorsport Australia* Rally Licence with Navigator only condition;
 - (iii) The written consent of the applicant's parent(s) or guardian(s) has been received;
 - (iv) The application to *Motorsport Australia* for dispensation is supported by the Rally Panel representing the State or Territory in which the applicant ordinarily resides.

2.2 COMPETITOR GRADING

- (a) A State Rally Panel may publish lists of graded Crew members in accordance with the grades outlined below.
- (b) The *Organiser* 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 *Organiser* 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 a Special Stage *Rally*, and one the navigator in a Touring Event.
- (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) Each *Competitor* and Crews on signing the entry form shall be deemed to agree to comply with whatever insurance requirements may be laid down by *Motorsport Australia*.
- (b) Each *Competitor* is reminded that normal comprehensive policies may not cover the car whilst engaged in a *Competition*; similarly, many life assurance policies are invalidated during the course of an *Event*. Third-party insurance policies for Queensland registered cars require an extension for motorsport, which is available from the insurers concerned.

2.5 ENTRIES

- (a) The entry form must be approved by *Motorsport Australia* permits@motorsport.org.au, and include the official *Motorsport Australia* disclaimer available from www.motorsport.org.au.
- (b) Entries shall be valid only if made on the 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 *Event*. *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 Organiser may group any vehicles not nominated in accordance with 2.6(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 *Organiser* 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 a Touring Event wish to impose a penalty for late arrival at the start, there must be provision made for each *Competitor* to book in at their due start time. Where *Supplementary Regulations* do not specifically provide any penalty for late arrival at the start, any *Competitor* 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 or as otherwise described in *Supplementary Regulations*.
- (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 discretion of the Clerk of the Course.
- (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) A *Competitor* found to have committed any of the following offences shall be liable to disqualification 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 *Motorsport Australia* Alcohol Policy.
 - (iv) Falsification of an entry on a 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 a Special Stage *Rally* 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 NRSR SSR.
- (b) In a Touring Event relative placings shall be determined by the application of the penalties prescribed in Articles 3.2 and NRSR TE. 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 *Organiser* must publish to each *Competitor* and to *Motorsport Australia* 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 *Organiser*.

3.6 PROTESTS

- (a) The *NCR* specifies the conditions for a protest.
- (b) For the purposes of the *NCR* the *Competition* is deemed to have finished when the final Control is closed.

3.7 ADVERTISING

Each *Competitor* and Crews is reminded of the provisions of the *NCR* 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 *Organiser* 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 a Crew five minutes to extract their vehicle.
- (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 3.9(a) 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

A Crew 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 an *Event* under pain of disqualification.

3.13 JUDGE OF FACT

Any official appointed by the *Event Organiser*, or otherwise by *Motorsport Australia*, will be a Judge of Fact in regard to (other Judge of Fact notifications may be included in *Supplementary Regulations*):

Fact to be Judged	A	B	C	D	E	F	G	H	I
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Automobile not under own motive power	✓	✓	✓	✓		✓	✓	✓	
Opposite direction on Special Stage	✓	✓	✓						✓
Not wearing a safety belt/harness or safety apparel	✓	✓	✓	✓		✓			
Speed of an Automobile									✓
Weight of an Automobile		✓							
Working on an Automobile in control	✓	✓	✓	✓		✓	✓	✓	
False start at (special stage) Stage Start line				✓					✓
Excessive wheel spin at stage start – where applicable	✓			✓					
Flying Finish Time (Event regulations must specify the primary timing system)		✓		✓					
Location of an Automobile at a point in time		✓							✓
Regulatory Compliance for Officials, Competitors, Service Crew	✓							✓	
Using incorrect fuel						✓			
Tyre condition / marking / replacement	✓	✓		✓		✓			
Entry and Exit of Controls	✓	✓	✓						
Failure to stop at Stop Point	✓	✓							✓
Time or Speed Reduction Zones									✓
Removal of Vehicle from Parc Ferme		✓				✓			
Not following course in accordance with road book for an event	✓	✓	✓	✓		✓	✓	✓	✓
Not slowing down for orange flashing light prior to scene of incident					✓			✓	
Not remaining behind MIV with flashing lights					✓			✓	
Not slowing down on display of RED flag	✓	✓	✓						
Not slowing down on display of triangles	✓	✓	✓	✓	✓	✓			✓
Failure to remove safety triangles	✓	✓	✓	✓	✓	✓	✓	✓	

A – Clerk of the Course / Event Director / Stage Commander

B – Control Official

C – Control / Road Closure / SOS / Spectator Official

D – Start Control Official

E – Emergency Services (i.e. MIV) Officials

F – Scrutineer / Technical Delegate

G – Recovery Crew Commander/Manager

H - Checker

I – Clerk of the Course using GPS Tracking System

Any medical officer appointed by the Event Organiser is a Judge of Fact as to the medical condition of a competitor. Any member of the Police is a Judge of Fact in relation to a traffic regulation infringement.

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 *Motorsport Australia* requirements.

- (b) On a road open to normal traffic a *Competition* vehicle 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 NRSR SSR and NRSR TE.
- (c) Officials who may be *Motorsport Australia* 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 *Motorsport Australia*. Crews exceeding properly advised civil or Quiet Zone speed or noise limits or otherwise creating a public nuisance will be subject to a penalty as outlined in Article 3.2(b). 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 *Motorsport Australia*.
- (c) Crews detected causing wilful damage to other people’s property during the course of an *Event* may be disqualified 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 *Organiser* prior to the start of the *Event*. The registration form should be part of the entry form. The *Organiser* will supply to service crews suitable identification markings and these will be exhibited on service vehicles throughout the *Event*.
- (c) Registered service crews will be given a set of “Service Crew Instructions” which 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 Route Instructions issued to each *Competitor* 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 a *Competitor* 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 a *Competitor* for offences by a service crew shall be made only where it can be proven to the stewards that such a *Competitor* is directly responsible for the action of the service crew.
- (g) Service crews must at all times obey the Road Traffic Regulations applicable to the *Event*.
- (h) To discourage service crews from speeding during an *Event*.

- (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 *Competitor* 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*, each such *Competitor* is 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) The *Organiser*, 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 continuing in the *Event* if they believe it constitutes a fire risk.

5. EVENT ORGANISATION

5.1 OFFICIALS

- (a) The *NCR* requirement for a Chief Timekeeper as an Essential Official does not apply to a Rally conducted according to the *NRSR*.
- (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 *Motorsport Australia* Official's Licence;
 - (ii) the provisions relating to 'supervision' outlined in the *Motorsport Australia* Officiating Program do not apply to Road Closure or Control Officials.

NOTE: Refer Attachment – Officials Briefing for minimum requirements for official's briefing.

- (c) Each other Official shall be licensed in accordance with the requirements of *Motorsport Australia*.

5.2 ODOMETER CHECK

- (a) *Supplementary Regulations* shall make provision for comparison of the survey car's odometer by a *Competitor*. 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 *Supplementary Regulations*.

5.3 EVENT CHECK

A Permit will only be issued to an *Organiser* on the recommendation of the Checker as part of submission of a pre-event Checker report to *Motorsport Australia* 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*, refer *NCR*. *In the case of an Event having been cancelled due to Force Majeure Motorsport Australia may, upon application by the Organiser, permit such Organiser to retain up to 25 per cent of the entry fees.*
- (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 *following approval of the Stewards.*
- (c) If the *Event* is terminated when only part run, the organisers shall determine placings among those *Competitors* who have not retired or been disqualified 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 Touring Event Section may be deleted, without prejudice to the right of protest, if disproportionately unequal conditions have been experienced by different Competitors.~~
- (f) *The Clerk of the Course has the authority to cancel a Special Stage or Touring Event Section following approval from the Stewards. Where a Special Stage or Touring Event Section has been cancelled their will be no results published for that Special Stage or Section and the overall Event results will reflect such a cancellation. No right of protest exists against a decision of the Clerk of the Course to cancel a stage / section due to disproportionately unequal conditions having been experienced by different Competitors or through a case of Force Majeure.*

5.5 COMPETITOR COMMUNICATIONS.

- (a) The *Organiser* is to include in either the road book or Route Instructions as appropriate a list of the emergency numbers for each service provider.
- (b) The *Organiser* must have ready access to mobile phone numbers of each *Competitor* and their service Crews and contact numbers for relevant next of kin.

ATTACHMENT – OFFICIAL’S BRIEFING

The following must be read (or delivered by other suitable means) by the Clerk of the Course or delegate and discussed with all officials at the briefing. Allow approximately 10 minutes. Position yourself prominently and make sure everyone can hear you.

- (a) Thank all for attending.
- (b) Introduce yourself as Clerk of the Course (and/or deputy).
- (c) Emphasise “Motor Racing” is DANGEROUS – The rules and instructions must be strictly adhered to. Motorsport Australia OH&S Policy is to be observed.
- (d) Persons under 18 years must have parental / guardian permission (signed form) to officiate.
- (e) No person under 18 years is to officiate unsupervised.
- (f) Motorsport Australia Disclaimer. Ensure all Officials have read it or read to them and signed on as having done so.
- (g) Fill out incident sheet for anything unusual.
- (h) Explain that all officials must position themselves as they intend to remain for the running of the section.
- (i) In the event of a delay in the running schedule or an extended unexplained gap in the field, do NOT leave your control until directed to do so by the Clerk of the Course or their representative.
- (j) Outline contents of official’s pack.
- (k) Official’s vests if provided for officials must be worn at all times.
- (l) Do not go onto road to assist competitors unless urgent assistance is required. (i.e. Medical or Fire)
- (m) Assist by having equipment ready for pickup by Clerk of the Course or his representative.

- (n) Emphasise no official or associates are to leave their designated position unless instructed to by the Clerk of the Course or his delegate. The Stage Commander or his representative will inform you of when you can leave.
- (o) Any questions.
- (p) Thank you and thank you again for attending and have a great day, see you at the finish after the event.

REMEMBER TO SIGN ON