

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.

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 a *Disqualification* 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 calculated by reference to the published *Event* Itinerary from the intended start time of the first vehicle in the Introductory field to the expected finish time of the first vehicle in that field and ignoring late time;
- (b) timing is to the whole minute, as for Road Rallies;
- (c) no reconnaissance is permitted;
- (d) the maximum number of entries is 40;
- (e) if the introductory rally forms part of an *Event* involving a series or a non-club only championship, the vehicles competing in the introductory *Event* must be seeded separately from and following the vehicles in the series or non-club only championship;
- (f) there must be at least a 10 minute interval between the time the last *Competition* vehicle starts any special stage and the time the first introductory vehicle commences that stage. A target time scoring system may be requested by *Motorsport Australia* and or the course checker to ensure compliance with this requirement;
- (g) the course and itinerary are to be designed such that no vehicle in the introductory field achieves an average speed on any special stage exceeding 80kph and suitable for novice crews – to be determined by the Course Checker;
- (h) vehicles are restricted to 2WD or normally aspirated 4WD unless the forced induction 4WD vehicle meets the requirements of Schedule J of the *Manual*. Each vehicle must comply with the *Manual*, Schedules A and B and NRSR VG; and

- (i) apparel requirements are as per “Club Gravel” in of Schedule D in the *Manual*. Complying helmets must be worn on all competitive sections of the *Event*.

1.6 LIAISON (also known as LIAISON STAGE or TRANSPORT STAGE)

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

1.7 NEUTRALISATION PERIOD

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

1.8 PARC FERME

Refer to the *NCR*.

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 *Organiser* 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. An *Organiser* 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@motorsport.org.au at least eight weeks prior to the rally. *Motorsport Australia* will only issue an *Organising 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 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. Each *Competitor* will have one hour after the posting of the starting order in this circumstance within which they may lodge protests.

1.16 TARGET TIME

- (a) Under A to A Timing, the time allowed to complete a Road Section.

- (b) 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 *Disqualification* 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 Special Stage and Road/Liaison Sections and their distances, times etc (see Attachment C: Standard Itinerary);
 - (A) an overall map of the *Event*;
 - (B) an explanation of the symbols used (see Attachment 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 the *Organiser* in the Route Instructions must be visual representations of those used by the *Organiser* 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 an ARC *Event* and any other *Event* 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 ATTACHMENT 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 the Crew concerned being referred to the Stewards by the Clerk of the Course, who may impose a penalty up to and including *Disqualification*.
- (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 rally@motorsport.org.au. However, for each *Competitor* 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 4.3(a)(ix) or 7(a). Any crew reporting more than 30 minutes late shall be disqualified from the rally.
- (d) If the crew 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 Attachment B.
NOTE: All control areas are considered subject to *Parc Ferme* rules as per these regulations.
- (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 *Disqualification*:
 - (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 *Disqualification (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 *Disqualification* at the discretion of the Stewards.

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.

E.g. 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".

- (ix) 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.
- (x) 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.
- (xi) 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.
- (xii) 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 a Regroup is 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 *Organiser* 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 the *Manual* Technical Appendix - Schedule D, and safety belts complying with Schedule I when in the car. Failure to comply with this regulation will result in a penalty of up to and/or including *Disqualification*, 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 who will refer the matter to the Stewards who may apply a penalty up to and including *Disqualification*.
- (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 *Disqualification*.

- (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 *Organiser* 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 a Piggyback *Competition* where a Special Stage is permanently interrupted during the running of the first of the two *Competition*/s, 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 MOTORSPORT AUSTRALIA OFFICIALS

- (a) When, as part of their duties, the *Motorsport Australia* Observer/s and/or the Stewards 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) An *Organiser* 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 *Motorsport Australia* 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) Restricted Time Zone (RTZ): 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 RTZ. Signs must be used to indicate the start and finish of the RTZ. Time taken through the RTZ may be measured by GPS tracking device in the car, or by recording time of entry to and exit from the RTZ. The actual time taken, or the specified time can be subtracted from the Special Stage time taken to remove the RTZ 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 *Motorsport Australia* 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 *Disqualification*.
- (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 NRSR EG) and relevant sporting regulations. (Consultation with the Stewards 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 6.2(a)(ii)(B), or any repairs or refuelling are strictly forbidden, under pain of *Disqualification*, 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. In order to fit a new windscreen it is necessary to straighten the bodywork or safety cage structure, Article 6.2(a)(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. DISQUALIFICATION (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 *Disqualification* of the Crew.
- (b) In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion.
- (c) The *Disqualification* time may be increased at any point by the Stewards, following a recommendation from the Clerk of the Course.
- (d) The Crews concerned shall be informed of this decision as soon as possible.
- (e) *Disqualification* 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 NRSR 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, refer Art. 5.2(h).
- (b) Late arrival at start of rally, or Leg/Heat or Section by more than 30 minutes – *Disqualification*, refer Art. 3.4(c).
- (c) Late arrival at Time Control including start of rally – 5 seconds per minute or fraction of a minute, refer Art. 4.3(a)(ix)(A).
- (d) Early arrival at Time Control – 60 seconds per minute or fraction of a minute, refer Art. 4.3(a)(ix)(B).
- (e) False start of a Special Stage before start signal, refer Art.5.1(h):
 - (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 – *Disqualification*, refer Art. 5.1(g).
- (g) Stopping between the yellow warning sign and the stop sign – *Disqualification*, refer Art. 5.2(d).
- (h) If, through the fault of the Crew, the time entry cannot be made at the finish (Stop Point) - five minutes, refer Art. 5.2(g).
- (i) Enter a Control area in any direction other than that described in Route Instructions – *Disqualification*, refer 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 – *Disqualification*, refer Art. 4.1(c)(ii).
- (k) Exceeding Quiet Zone or civil speed limits by up to 30 km/h above the relevant limit, refer NRSR EG:
 - (i) First offence: \$200 fine.
 - (ii) Second offence: five minutes.
 - (iii) Third offence: *Disqualification*.

The number of offences means the number detected during the Event, irrespective of speed.
- (l) Exceeding Quiet Zone or civil speed limits by greater than 30 km/h above the relevant limit, refer NRSR EG:
 - (i) First offence: \$200 fine plus five minute penalty.
 - (ii) Second offence: *Disqualification*.

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

- (m) Exceeding Restricted Speed Zone Limit on a Special Stage, refer Art.5.6(a)(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, refer Art.5.6(a)(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) A *Competitor* 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 NRSR EG.
 - (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 *Motorsport Australia* General Appendix 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 checks the stage ensuring it 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 *Motorsport Australia* disclaimer and advice on public safety outlined in the current version of the *Motorsport Australia* Rally Public Safety and Control Procedures document.
 - (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 the *Motorsport Australia* National Office six weeks prior to the *Event* rally@motorsport.org.au.
- (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 *Motorsport Australia* Rally Public Safety and Control Procedures document.

10.5 UTILISATION OF MOTORSPORT AUSTRALIA-LICENCED TRACKS

Stages, be they Targa, special or Super Special Stages, run on *Motorsport Australia* licenced speed/race *Event* venues shall run in accordance with the *Motorsport Australia* 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 *Motorsport Australia* Passenger Ride Activity Policy.

12. RALLYSPRINT (NRSR RS)

See Rallysprint Standing Regulations

13. CROSS COUNTRY RALLY (NRSR CCR)

See Cross Country Rally Standing Regulations

14. TARMAC RALLIES (NRSR TR)

See Tarmac Rally Standing Regulations

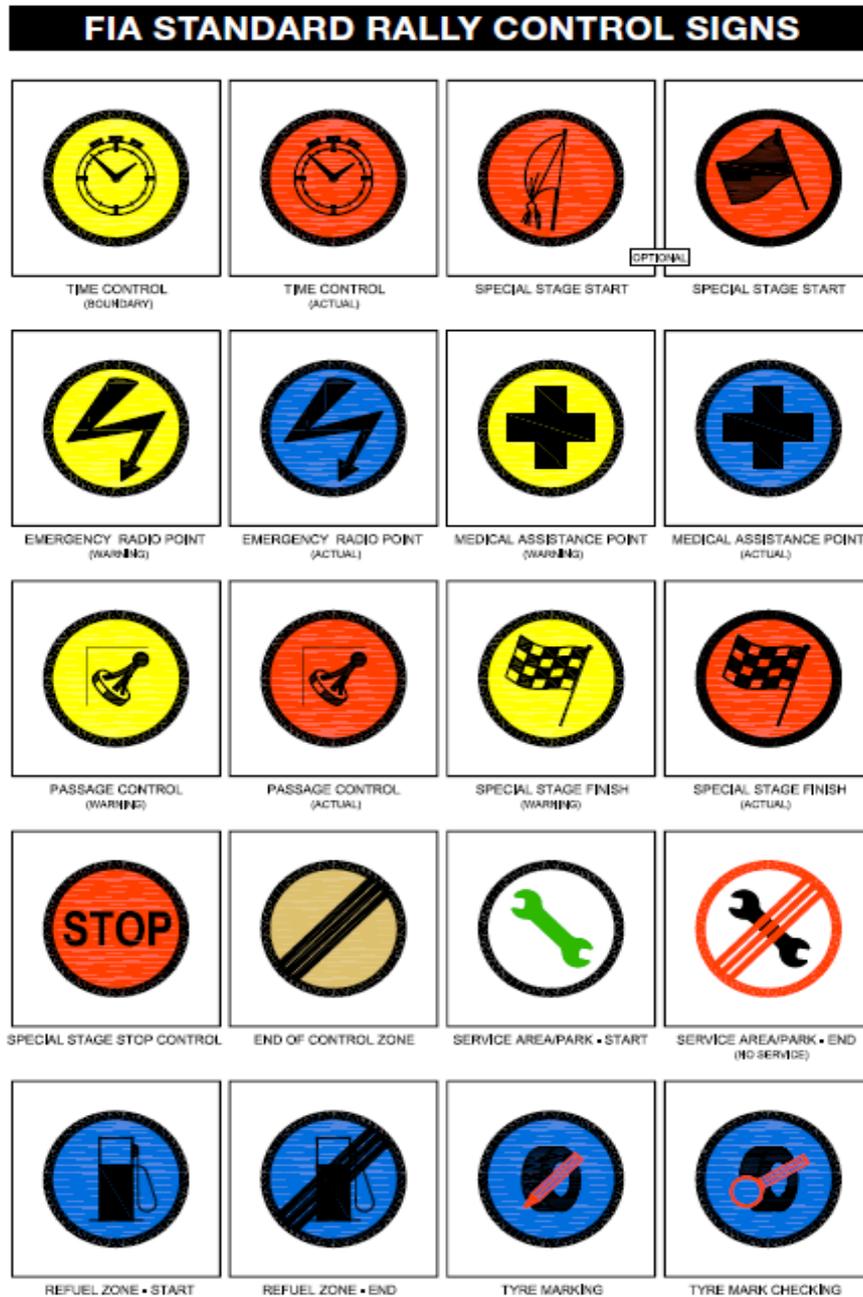
Special Stage Rallies

ATTACHMENT A – STANDARD TULIP INFORMATION

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

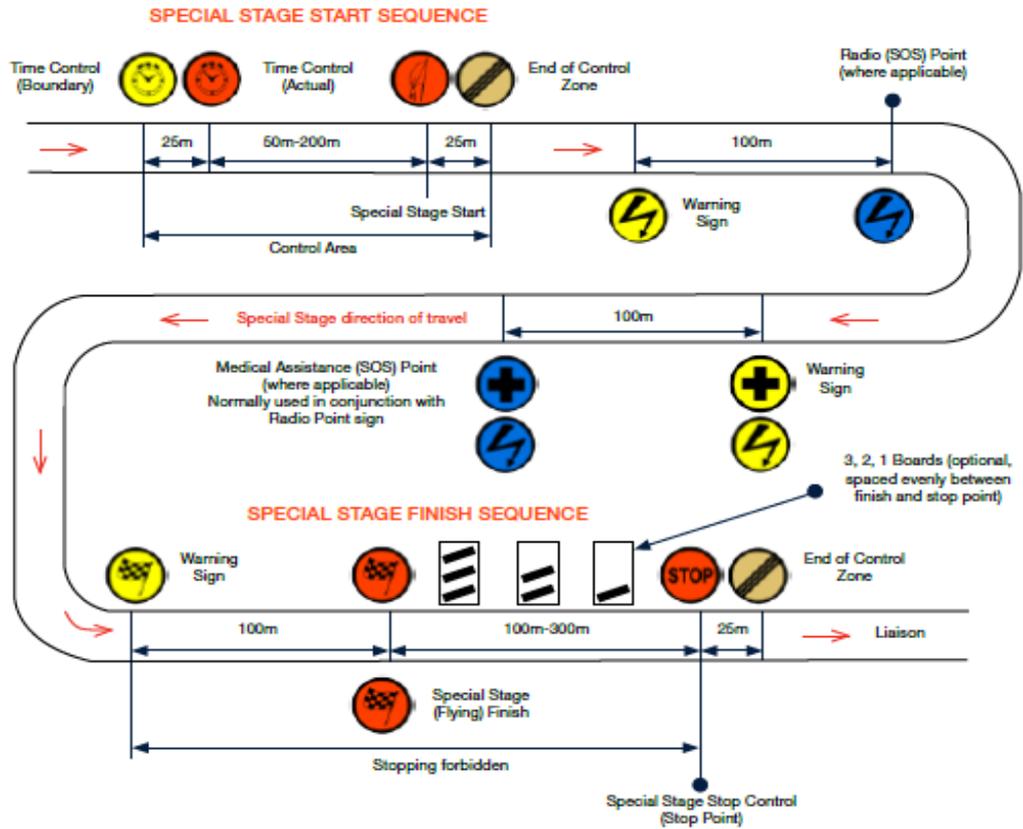
ATTACHMENT B – FIA RALLY SIGNS



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

ATTACHMENT C - STANDARD ITINERARY

ARC RALLY 2016

START							Friday < date >		(sunset 1755 hrs)
TC	Location	SS Distance	Liaison Distance	Total Distance	Time Allowed	1st Car due			
	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 Corinidl 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 Corinidl 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	Liaison 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 Ferme In		3.79	3.79	0:08	15:16	E
	Podium Presentation					16:10	
Totals			108:30	206.99	315.29		

Summary	SS	Liaison	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

ATTACHMENT 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	<div style="text-align: center;">    </div>					TC 4C
TC 4C	Service A Out					COMPETITOR USE
	<div style="text-align: center;">  </div>					
TC 5	TARGET TIME 01 15					DUE TIME H <input type="text"/> M <input type="text"/>
TC 5						
TC 5	SS 5 Utungun II 7.88 km					COMPETITOR USE
	PROVISIONAL START H <input type="text"/> M <input type="text"/>	ACTUAL 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	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					TC 6
TC 6	SS6 Bakers Creek II 16.75 km					COMPETITOR USE
	PROVISIONAL START H <input type="text"/> M <input type="text"/>	ACTUAL 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	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					TC 7