

RALLY / ROAD APPENDIX

2024 RALLY STANDING REGULATIONS

SPECIAL STAGE RALLY (SSR)

Modified Article	Date of Application	Date of Publication
1.8 Positive & Passive Tracking	01/01/2024	01/01/2024
1.15 (b) & (c) Super Special Stage	01/01/2024	01/01/2024
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A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.
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 Time Card (if applicable), 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 80% of the Special Stage distance of the relevant *Competition* and not suffer a *Disqualification* penalty. Unless specified differently in the *Event Supplementary Regulations* or Sporting Regulations.

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 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

1.6 NEUTRALISATION PERIOD/ZONE

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

1.7 PARC FERMÉ

Refer to the *NCR*.

1.8 POSITIVE and PASSIVE VEHICLE TRACKING

A system for the tracking of cars through Special Stages. Either (a), (b) or (c) below ~~of the following~~ may be used as the primary positive tracking system,

- (a) GPS based electronic tracking system (e.g., RallySafe).
This system is required to identify the location and passage of every car through a Special Stage, this also should include *Event Course Cars*, Zero Cars, Sweep and Medical Intervention Vehicles.
Where an electronic GPS system is used, a backup ~~'human'~~ passive system is required - at a minimum covering Start, Stop and in stage SOS radio points (if used). Refer Article 1.8 (d) below.
- (b) Radio (or similar) based active tracking system.
Requires that the passage of every car past each, Start, Stop and SOS radio point (if used) is reported to the person who is responsible for monitoring the tracking of cars through a Special Stage. This can be someone at the start or finish of each Stage or someone in *Rally Command*. 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.
- (c) Other active tracking systems.
If (a) or (b) above is not being used then the tracking procedure to be used must be outlined in the *Event Safety Plan* and be approved by *Motorsport Australia*.
- (d) Radio (or similar) based passive tracking system.
Requires that the passage of every car past each, Start, Stop and SOS radio point (if used) is recorded at that location. If the GPS system fails then Article 1.8 (b) or (c) above must be activated.

1.9 REGROUP

Stop scheduled by the *Organiser* 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. Unless otherwise stated in the *Event Supplementary Regulations* regroupings will be under *Parc Fermé* conditions.

1.10 OBSERVER

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

1.11 ROAD SECTION (also known as ROAD STAGE)

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

1.12 SAFETY PLAN

A written document that addresses all issues related to the safety of the public, competing crews and officials which must include details ~~on Emergency Services, Medical Response, Senior Officials, maps, running schedule and other details~~ as required by Article 10.12.

1.13 SECTION

That part of the *Event*:

- (a) between the *Start* and the first Regroup,
- (b) between two successive Regroups,
- (c) between the last Regroup 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 [Motorsport Australia the Australian Rally Commission \(ARCom\)](mailto:Rally@motorsport.org.au) 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 interval between vehicles may be less than two-minutes by application to and approval from [Motorsport Australia ARCom](mailto:Rally@motorsport.org.au) at Rally@motorsport.org.au
- (d) The road surface of the Super Special Stage is not limited.
- (e) When a Super Special Stage, is run less than two hours after the end of pre-event scrutineering, 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.

1.17 OBSERVATION

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

1.18 VIA

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

2. ROUTE INSTRUCTIONS

2.1 COURSE

The Route Instructions describe the *Course* that must be followed, unless an instruction in the route instructions advises otherwise, any deviation from this *Course* or travelling in the opposite direction to that described, that is reported by an official or a GPS vehicle tracking system 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 BLACK SPOTS

Any location on a Special Stage which has been the subject of recurring incidents or has been the subject of any prior serious crash is to be identified in the Route Instructions, the Reconnaissance Notes and signposted on the *Course* as a "Black Spot". (Note: Refer Attachment B for recommended course boards)

2.3 CAUTIONS

- (a) The Route Instructions may identify hazards along the route that are considered as appropriate to be drawn to the attention of Crews either by words in the instructions and/or by signage on the ground. These will be identified as Cautions
- (b) Wherever the word "CARE", "CAUTION" or "DANGER" is used in an instruction, its degree shall be indicated by the use of exclamation marks.
- (c) One exclamation mark (!) indicates "CARE." This is a hazard where no significant reduction in speed is required but where difficulty might be encountered if Crews were unaware of the hazard. The word "CARE" should be included in the description.

- (d) Two exclamation marks (!!) indicates “CAUTION”. 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”.
- (e) Three exclamation marks (!!!) indicates “DANGER”. A severe hazard which cannot be negotiated without a significant reduction in speed. This indication shall be used in conjunction with the instruction “DANGER”
- (f) Whenever exclamation marks are used in a diagram, the instruction must describe the hazard.
- (g) On Tarmac Special Stage *Events* only, whenever one exclamation mark is used in the instructions the hazard must be marked on the route by boards displaying the same symbol. (Note: Refer Attachment B for recommended course boards).
 - (i) One black exclamation mark on a white background for CARE.
 - (ii) Cautions boards placed on the *Course* by the Course Cars will be the same symbols but with white exclamation marks on a red background.
- (h) On all *Events* whenever two or three exclamation marks are used in the instructions the hazard must be marked on the route by boards displaying the same symbols. (Note: Refer Attachment B for recommended course boards).
 - (i) Two black exclamation marks on a white background for CAUTION;
 - (ii) Three red exclamation marks on a white background for DANGER;
 - (iii) Caution boards placed on the *Course* by the Course Cars will be the same symbols but with white exclamation marks on a red background.
- (i) Care, Caution and Danger Boards, as described in (g) and (h) above, should be placed at least 50m prior to the hazard, on drivers left. Note: Driver's right is acceptable where the board is more visible on approach and less likely to be damaged. It is also acceptable to place boards on both sides of the road but this must be consistency through the whole event.

2.4 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) “CARE”, “CAUTION”, “DANGER”, “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.

2.5 ROAD BOOK

- (a) The section of road book for a Route Charted Special Stage and all Liaison Stages 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:
 - (A) A warning regarding the penalties for speeding both on reconnaissance and during the *Rally*, this should be included as the first page of each Road Book and Service Instructions;
 - (B) The *Event*, Leg, Heat or Day itinerary (as applicable) which must include Special Stage and Road/Liaison Sections and their distances, times etc (see Attachment C: Sample Itinerary);
 - (C) an overall map of the *Event*, Leg, Heat or Day as applicable;
 - (D) an explanation of the symbols used (see Attachment A: Standard Tulip Information);
 - (E) a description of the emergency and Red Flag procedures as applicable to the *Event*;
 - (F) a list of emergency services in the area together with telephone numbers. This may include ambulance, hospitals, State Emergency Service depots, fire brigade, police,
 - (G) The *Event* emergency phone number and contact numbers for senior officials of the *Event* if required.
- (iii) At the rear of the road book must appear (printed single side).
 - (A) an incident sheet for reporting damage to property, other vehicles, and personal injury,
 - (B) an inquiry form;
 - (C) a withdrawal form;

~~These forms must be printed single sided.~~
- (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 **less** than 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 at least four columns of information titled as follows:
 - (A) total or cumulative distance (may be abbreviated TOT);
 - (B) part, partial, or intermediate distances (may be abbreviated PART);
 - (C) the, direction or Tulip (may be abbreviated TULIP);
 - (D) the INFORMATION needed to traverse the *Course*;
 - (E) the reverse cumulative, or distance regress (may be abbreviated REV). (optional)
- (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) Each SOS Radio Point (if used) shall be identified in the road book bearing the SOS Radio Point symbol.
- (xvi) 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.

- (xvii) For Special Stages the Tulip column must be shaded.
 - (xviii) 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.
 - (xix) The largest practical typeface must be used (for greatest clarity).
 - (xx) Tulip line thickness must be at least 1.5mm.
 - (xxi) For Special Stages there should be no more than six instruction boxes per page.
 - (xxii) 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.
 - (xxiii) GPS coordinates for all documentation must be expressed in the form of Degrees, ~~Minutes~~ and Decimal Minutes. (e.g., 139° 36. 379') using the datum WGS84 (or GDA94).
 - (xxiv) The level of instructions should be consistent with those provided for a “Blind” Rally in that State unless it is a condition of entry (included in the *Supplementary Regulations*) that each crew must have completed at least one run over each stage during reconnaissance, if available.
- (b) The Section of road book for a Navigational Special Stage must comply with the following:
- (i) Instructions shall be in accordance with National Touring Standing Regulations Navigation Assembly (NTSR-NA) Articles 4.1, 4.2, 4.3 and 4.4;
 - (ii) Instructions of the type included in NTSR NA Article 4.6 must not be used;
 - (iii) VIAs may be utilised to specify the *Course*;
 - (iv) Observations and/or Passage Controls may be used to verify the correct route has been followed.

2.6 SAFETY & PACE NOTES

- (a) Safety Notes
- (i) Safety Notes are permitted in Special Stage Rallies when permitted by, *Sporting Regulations*, the *Event Supplementary Regulations*, *Event Bulletin* and time has been set aside for reconnaissance.
 - (ii) Safety Notes are written by a third-party provider. These Safety Notes are supplied to crews who have an agreement with the provider and who have entered in the *Event*. They are an aid to the crew and describe the nature of the road as perceived by the supplier. The Safety Notes are separate from the Road Book issued by the *Organiser*.
 - (iii) The provider must also supply a list of their customers to the *Organisers*.
 - (iv) The supplier must provide a copy of the notes to be distributed to their customers for any *Event* to the *Event and Competition (if appointed) Checker* for approval before they are distributed.
 - (v) It is mandatory that Safety Notes include **ALL** Special Stage CAUTION and DANGER instructions that are contained in the *Organisers Road Book*.
 - (vi) It is not recommended that *Event Organisers* produce Safety Notes.
 - (vii) Each crew using Safety Notes must be given the opportunity and **MUST** reconnoitre each Special Stage at least once in order to prepare and check the Safety Notes.
- (b) Pace Notes
- Pace Notes are permitted in Special Stage Rallies when permitted by the *Event Supplementary Regulations* and time has been set aside for reconnaissance. Pace Notes are written by the crews who have entered in the *Event*. They are an aid to the Driver and describe the nature of the road as perceived by the crew. They are separate from the Road Book issued by the *Organiser*. Each crew shall be given the opportunity to reconnoitre the Course in order to prepare and check their notes. *If a crew is intending to use Pace Notes then* at least one of the crew competing **MUST** have undertaken reconnaissance and written the Pace Notes for the *Event*.

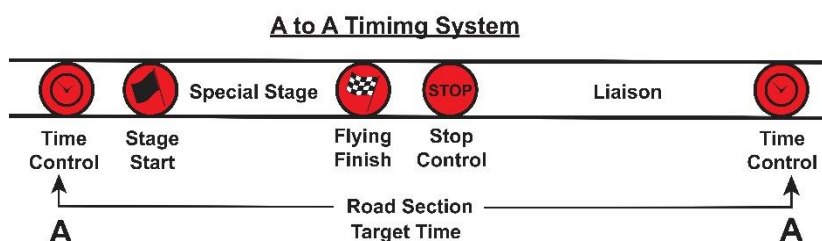
3. TIMING

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.
- (c) Where Special Stage timing is to the 1/10th of a second, or smaller increments, times are to be truncated at the relevant decimal position and NO rounding applied. For instance, an elapsed time of 11 minutes 12.46 seconds would be recorded as 11 minutes 12.4 seconds and this value used in all calculations.

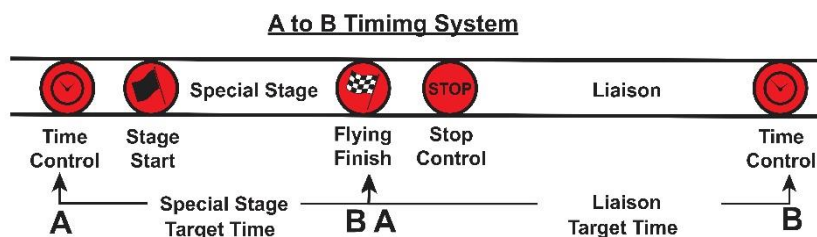
3.2 A TO A TIMING

- (a) The system of timing and Control procedures in these regulations is known as A to A Timing. ~~Under this method of timing, Special Stages and Liaison Stages in Special Stage Rallies are timed, for the purpose of the Target Time together.~~
- (b) The Target Time is the time allowed to complete a Road Section (Special Stage and the Liaison Stage) from one Time Control to the next Time Control, beyond which Late Time accrues.



3.3 A TO B TIMING

- (a) An alternative system to Article 3.2 is A to B Timing. ~~under this method of timing, Special Stages and Liaison Stages in Special Stage Rallies are timed independently.~~
- (b) The same regulations apply as A to A timing 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 ~~RSR-SSR~~ 7.



3.4 TIME CARD / ~~CREW RECORD 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 Time Controls shall appear.
- (b) Each Crew is responsible for ensuring accuracy of the 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. ~~if required.~~

- (d) The absence of or incorrect order of an entry ~~from~~ to any Control or the failure to hand in the Time Card at any Control (Time, Passage or Regroup), where required, 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 permitted to enter the time on the Time Card, by hand or by means of a print-out, except for car number and where sections of the Time Card or *Event Supplementary Regulations* allow for the Crew to enter information.
- (g) This article may be amended by *Event Supplementary Regulations* or Sporting Regulations.
- (h) Refer to Attachment D for sample Time Card [which can be tailored to specific event requirements](#).

3.5 START ORDER

- (a) Each automobile will be required to start each Event in the order specified in the official starting list for that *Event*.
- (b) The starting order will be based on seeding.
 - (i) This will be determined by the Clerk of the Course using a process described in the *Event Supplementary Regulations* or Sporting Regulations.
 - (ii) This seeding will rank crews and automobiles from fastest to slowest with the fastest crews starting first on the road.
 - (iii) The ranking of crews and automobiles from slowest to fastest with the slowest crews starting first on the road may be used on a [Special Stage](#), Super Special or Power Stage as approved by [application to Motorsport Australia](#).
~~The ranking of crews and automobiles from slowest to fastest with the slowest crews starting first on the road for Special Stages as approved by application to Motorsport Australia.~~
- (c) The start order may be determined by "Prologue". This prologue will rank crews and automobiles seeding to determine the start order as per Article 3.5 (b). The prologue stage must be representative of the *Event*.
- (d) All requests for reseeding or alteration to road position must be submitted
 - (i) Pre-*Event* – in writing to the Clerk of the Course with supporting documentation.
 - (ii) During the *Event* – to the Clerk of the Course via an *Event* official
 - (iii) As advised in the *Event Supplementary Regulations*
- (e) The start order for subsequent days on a multi-day *Events* will be as per the Sporting Regulations or as advised in the *Event Supplementary Regulations*.

3.6 START OF THE RALLY

- (a) The time of the start will appear on each Crew's Time Card or electronic in car timing system.
- (b) Cars will start at two-minute intervals,
 - (i) For each Crew 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.
 - (ii) A Super Special Stage may *Start* at intervals of less than two-minutes as approved by *Motorsport Australia*.
 - (iii) Unless otherwise approved by *Motorsport Australia*
- (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 may be penalised by a monetary penalty specified in the *Supplementary Regulations* or as determined by the Stewards.
- (f) Hours and minutes will always be shown thus: 00:00 to 23:59; 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.
- (b) All control areas are considered subject to *Parc Fermé* Rules as per these regulations unless otherwise advised in the Supplementary Regulations or Sporting Regulations.
- (c) The time a Crew is stopped within any Control area must not exceed the minimum time necessary for carrying out Control operations.
- (d) 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, unless the *Supplementary Regulations* or Sporting Regulations allow for this. Crews must check in the correct sequence of Controls and in the direction described in Route Instructions.
- (e) 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. The Control Officials may not offer Crews any information on their target check-in time.
- (f) 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 or once the Sweep / Competition Sweep / 999 vehicle has passed.
- (g) 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

Each Passage Control will be preceded by a board refer Attachment B. 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 Time 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 Time Card.

- (a) Check-in procedure:
 - (i) The check-in procedure begins the moment the vehicle passes the Time Control [Boundary] sign, refer Attachment B. 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.
 - (ii) Between the Time Control [Boundary] sign and the Control ~~at~~ shall be a distance of approximately 25m marked by the Time Control [Actual] sign refer Attachment B.
 - (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 conducted 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, or as recorded in the electronic timing system.
 - (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 Time Card was handed in and nothing else. The Control Officials will also complete this process on the Control Card. This process may be replaced by an electronic timing system, which may or may not include the use of a Time Card.
 - (vii) The Crew does not incur any penalty for lateness if the act of handing the Time 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". Note: The vehicle may enter the control area after 18h57'00" without penalty.
- (ix) Unless stated otherwise in the *Event Supplementary Regulations* 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 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, refer Attachment B 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 and/or electronic timing system the check-in time of the Crew and its starting time for the Special Stage and the following Road Section. The Control Officials will also complete this process on the Control Card and/or electronic timing system, as applicable. There must be at least a three-minute gap between checking in time and the 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, once the previous vehicle has started the 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 expected starting time. They then must drive their car immediately and directly to the *Parc Fermé* and the Crew must leave the *Parc Fermé*. Where the planned Regroup duration does not exceed 20 minutes, Crews may remain in the Regroup. Crews need to report to the Regroup exit control no less than 10 minutes prior to their expected time and may be given a new departure time which may be prior to their original expected departure time. The *Organiser* may give Crews a new Time Card either at the entrance or at the exit of the *Parc Fermé*.

4.5 OBSERVATIONS

- (a) Each OBSERVATION will be preceded by an "O" board.

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, refer Attachment B followed by an End of Control Zone sign refer Attachment B positioned approximately 25m later.
- (b) During these stages the Crew must wear apparel complying with the *Motorsport Australia 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.

~~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, seconds, if applicable), which will usually correspond to the 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. This process may be replaced by an electronic timing system, which may or may not include the use of a Time Card~~

- (c) The crew will be allocated a stage start time corresponding to the start time for the following road section at the Time Control, this may be a provisional start time. This will be entered on the Time Card (hour and minute, seconds if applicable) by the Control Official and handed back to the crew. The minimum time interval between cars must be respected.
 - (i) When the start time has been allocated at the Time Control and relayed to the Crew's in car timing unit. The crew then moves their car to the start line and commence the start procedure. or
 - (ii) When a provisional start time has been allocated at the Time Control. The crew then moves their car to the starting line. The Official will enter the start time on the Time Card (hour and minute, seconds, if applicable), and hand it back to the Crew and commence the start procedure.
- (d) Start Procedure:
 - (i) Electronic: The electronic start procedure shall be clearly visible to the Crew from the start line, this may be the in-car timing unit, or 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 **ask to view the time card, and then** will count down aloud, and use hand signals: 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, i.e., starting 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 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 Flying Finish (Warning) sign – a chequered flag on a yellow background, will be positioned approximately 100m prior to the Special Stage Flying Finish (Actual) sign refer Attachment B.

- (c) Unless there is a specific reason, approved by the *Competition (if appointed)* and *Event Checker*, both the yellow warning board and red Flying Finish board should ideally be positioned on a straight section of road, unless this would create a situation referred to in Article 5.2.(i), also that does not require the driver to **brake** prior to the Flying Finish so as to negotiate the road after the Flying Finish.
- (d) The flying finish officials (if applicable) must be located away from run-off areas and in a location not affected by flying stones or other debris.
- (e) It is prohibited to locate officials on the outside of a corner unless there is protection in place to ensure their safety, in which case the *Organisers* will apply to *Motorsport Australia* for a waiver, and provide supporting evidence, including approval from the Competition (*if appointed*) and *Event Checkers*.
- (f) It is strongly recommended that a minimum 200-300 metres of mainly straight road **with no significant change of direction** be provided from the flying finish to the stop point.
- (g) It is strongly recommended that the flying finish should be not be located on a significantly downhill section of road.
- (h) It is strongly recommended that the stop point should be visible from the flying finish.
- (i) The flying finish must not be located just after a crest or be adjacent to any other hazard out of the ordinary.
- (j) Competition and *Event Checkers* are instructed to pay particular attention to hazards that may exist just after the flying finish (in the lift-off area when the vehicle is most unstable), such as large trees, large fence posts, uneven grids, banks with steep drops, tight or off-camber corners or banks that can be easily mounted etc. and avoid them wherever possible.
- (k) Timing will be effected at the flying finish line.
- (l) Stopping between the yellow warning sign and the stop sign is forbidden on pain of *Disqualification*.
- (m) The finish time will be given to Crews at the Stop Control **or by the in-car timing unit**, a location marked with a Special Stage Stop Control sign (refer Attachment B) **refer Article 5.2 (f), which will be between 200m and 300m after the Special Stage Flying Finish [Actual] sign.** Cars **must** stop at this location. The Crews finishing time may be entered on the Time Card (hour, minute, second), if an electronic system is being used this time may be shown on the in-car unit and therefore not entered on the Time Card.
- (n) If the timekeepers at the flying finish line (if applicable) 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. Note: If an electronic system is being used this time may be shown on the in-car unit and therefore not entered on the Time Card.
- (o) If, through the fault of the Crew, the time entry cannot be made at the finish (Stop Point), if applicable, a five-minute time penalty is to be applied.

5.3 EMERGENCY PROCEDURE

- (a) In the case of an accident where urgent medical or fire attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist. **The Crew, if possible, where an electronic tracking/warning system is in use (e.g. RallySafe), any manual "SOS" function should, if possible, be activated in addition to any automatic process should press the "SOS" button, if available. The system will ask "Medical" or "Fire"? The Crew must press one of the buttons to confirm the situation which will advise Rally Command so the correct emergency service can be dispatched.** This can be done at any time following an accident, even if the "OK" message has been activated. **If possible, the Crew should call the Rally Command emergency number and advise of their status.**
- (b) Any Crew which has an electronic tracking/warning system "SOS" screen displayed, the red "SOS" sign displayed to them or sees a car which has sustained an accident but is not displaying the green "OK" sign shall immediately and without exception stop to render assistance.
 - (i) All following cars shall also stop.
 - (ii) The first car on the scene shall remain to render assistance.
 - (iii) The second car at the scene, if necessary, shall proceed to inform the next SOS radio point **(if used) or Stop Point.**
 - (iv) Notwithstanding the above, any person with appropriate training should remain on the scene if the situation demands.
 - (v) Subsequent cars shall leave a clear route for emergency vehicles and proceed at a reduced speed, to a maximum of 60kp/h, until the end of the special stage, and follow the instructions of any marshals or intervention car drivers.
 - (vi) Crews affected by this procedure will be allocated a time according to Article. 5.4.

- (c) On passing a displayed red flag and/or receiving an electronic red flag, if available, the *Driver* must immediately reduce speed to a maximum of 60kp/h, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Also refer Article 5.3 (b) above.
- (d) In the event of a car stopping on the stage or an accident where immediate medical or fire 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. Where an electronic tracking/warning system is in use (e.g. RallySafe) the Crew **MUST** press the "OK" button within 1 minute of the vehicle stopping, for any reason.
- (e) Any Crew which is able to but fails to comply with this rule will be reported to the Stewards who may impose penalties.
- (f) The road books shall contain a page outlining the emergency procedure for vehicles stopped on stage.
- (g) 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.
- (h) 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.
- (i) Failure to display either or both these signs as appropriate may result in a report to the Stewards and disciplinary action being taken.
- (j) 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*.
- (k) 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 Clerk of the Course, with the approval of the Stewards, will
 - (i) Allocate each Crew affected a notional time which they consider is the fairest. This notional time may be different for each Crew affected
 - (ii) The notional time may be determined as stated in *Event Supplementary Regulations* or Sporting Regulations.
 - (iii) Declare the stage as cancelled as per RSR-EG Article 6.5 (e).
- (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 Clerk of the Course, with the approval of the Stewards, may allocate a notional 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 requirements 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.

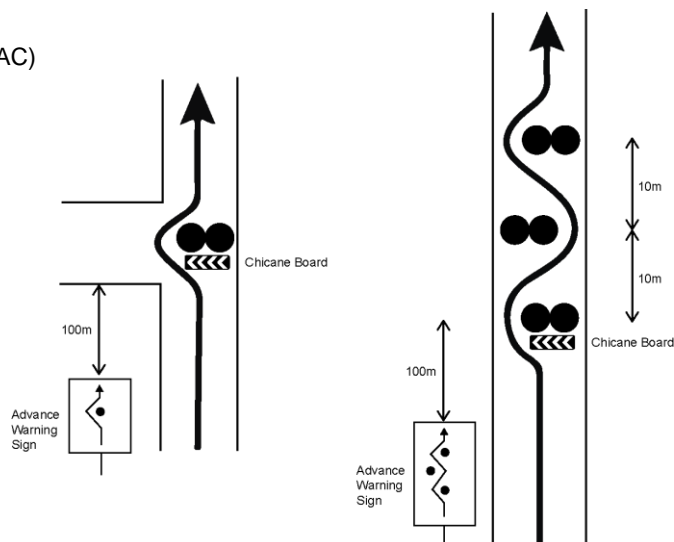
5.5 PRESENCE ON SPECIAL STAGES OF MOTORSPORT AUSTRALIA OFFICIALS

- (a) When, as part of their duties, the *Motorsport Australia* Observer/s, Delegate/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), or as per the *Event* running schedule.
 - (ii) If Car No. 0 catches up with the Observer, Delegate or Stewards while on Special Stages, the Observer, Delegate or Stewards must stop, park, and wait for the sweep car to pass before continuing.

5.6 CONTROLLED SPEED ON SPECIAL STAGES

- (a) *Course* design should take into account the principle that no special stage should exceed 120km/h +10% in average speed.
- (b) An *Organiser* may wish to control vehicle speeds on a Special Stage due to concerns about safety, road conditions, terminal speeds, average speeds or environmental or social impacts. This can be achieved with the following options: [\(Note: Refer Attachment B for recommended course boards\)](#)
 - (i) **Restricted Speed Zone (RSZ):** Crews 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. There must be at least one approach warning board between 100m and 200m before the zone, where the zone is not ~~viable~~ **visible** on approach 300m, 200m, and 100m should be used. 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.
The penalty for exceeding the nominated speed limit is to be stated in *Sporting* or *Event Supplementary Regulations*. Any penalty applied must be greater than the advantage gained by exceeding the nominated speed limit.
 - (ii) **Restricted Time Zone (RTZ):** Crews must not take less than a specified time to traverse a specified length of road 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. There must be at least one approach warning board between 100m and 200m before the zone, where the zone is not ~~viable~~ **visible** on approach 300m, 200m, and 100m should be used. 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 penalty for taking less than the specified time is to be stated in *Sporting* or *Event Supplementary Regulations*.
 - (iii) **Neutral Zone (NZ):** Defines a specified length of road that has a speed limit set, as per an RSZ. For the purposes of results/scoring, the actual time taken, or the specified time is subtracted from the elapsed time for that Special Stage. There must be at least one approach warning board between 100m and 200m before the zone, where the zone is not ~~viable~~ **visible** on approach 300m, 200m, and 100m should be used. The first 150m of the neutral zone is to be permitted for competitors to slow to the Neutral Zone Speed limit which will apply for the remainder of the zone. The *Organiser* must also set a minimum speed so as crews do not stop to take advantage of the Neutral Zone.
 - (iv) **Virtual Chicane (VC):** Crews must achieve a specified minimum speed limit at some point within a specified length of road not more than 200m or as determined by the Competition (if appointed) or *Event* Checker. 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 Crew'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~~
 - ~~(D) — Or as stated in *Event Supplementary Regulations* or *Sporting Regulations*.~~~~The Stewards may determine such other penalties as may be deemed fit, in addition to the penalties outlined above.~~

(v) Actual Chicane (AC)



- (A) Each chicane shall be laid out in accordance with the above diagram. Note: the entry to the actual chicane may be either to the left or right, the instructions and any on course signage must reflect this entry direction. This must be consistent on an *Event*.
- (B) It is permissible to include a 'double chicane' – i.e., a chicane which includes additional barrier/s, set out in the same format, but in addition to those outlined above. This will have the effect of further reducing speed.
- (C) Chicanes are configured in this manner with a view to ensuring consistency for ~~competitors~~ Crews who are competing in such *Events* across the country.
- (D) ~~Water barriers~~ Barricades (e.g. orange or white plastic water filled type, water filling is optional) are the recommended 'medium' for the construction of chicanes. Hay bales may be used as an alternative, provided they are colour-coded in the same manner. 'Shrink wrapping' of hay bales should be considered.
- (E) The use of bollards with one side of the chicane in red, yellow or orange, and the other white, is also an acceptable medium for the construction of chicanes.
- (F) The height of each chicane should be no more than approximately 900mm, so as to enable appropriate visibility through the chicane.
- (G) It is recommended that warning signs be placed before the chicane at 300m, 200m and 100m.
- (H) If chicane ~~barriers~~ barricades need to be reset by Officials, then the stage must be stopped for officials to reset the ~~barriers~~ barricades.

NOTE: Other methods for a chicane may be considered upon written application to *Motorsport Australia*.

- (vi) Maximum Speed: Crews 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.

(c) Speed Limited Competition

- (i) A Speed Limited (SL) *Competition* shall be run in accordance with Special Stage *Competition* with the addition of a maximum permitted speed of no greater than a specific speed as advised in the *Event Supplementary Regulations*. Penalties must be applied for each occasion where the maximum permitted speed is exceeded by a competing crew.
- (ii) Speed **must** be measured by a GPS tracking device in the car and the data for each car available to the Clerk of the Course. The penalty for exceeding the specified maximum speed is to be stated in *Supplementary Regulations*.
- (iii) The maximum speed set for a Speed Limited Competition must be approved by *Motorsport Australia*.
- (iv) It is permitted to have more than one Speed Limited *Competition* with different maximum speeds set.

6. PARC FERMÉ

6.1 GENERAL

- (a) Nobody, except officials of the *Rally* carrying out a specific function, is permitted in the *Parc Fermé*.
- (b) All vehicles may be required to be placed in *Parc Fermé* between Legs/Heats.
- (c) Any infringements of the *Parc Fermé* regulations shall be subject to penalties determined by the Stewards following a report from the Clerk of the Course which may include *Disqualification*.
- (d) The cars shall be subject to the *Parc Fermé Rules*:
 - (i) From the moment they enter a staging 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 RSR EG) and relevant sporting regulations. (Consultation with the Stewards may be necessary to determine this time.)
- (e) 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).
- (f) The Clerk of the Course may authorise the removal of personal effects, media or tracking equipment / data from a vehicle, under the supervision of an official.

6.2 REPAIRS IN PARC FERMÉ

- (a) While the vehicles are subject to the *Parc Fermé Rules*, the opening of the bonnet, except as permitted under this Article ~~6.2(a)(ii)(B)~~, or any repairs or refuelling are strictly forbidden, under pain of *Disqualification*, except in the following cases.
 - (i) If a scrutineer notes that a vehicle appears to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course who may request that the car be repaired. If the time taken results in any delay beyond the original scheduled start time the Crew will be given a new starting time after the repair, the penalty for which is one minute per minute or fraction of a minute. Where a car is not repaired to the satisfaction of the scrutineers by the due start time, a new start time will be allocated.
 - (ii) Under the supervision of an official, the Crew may, while in the *Parc Fermé*:
 - (A) Have a new windscreen fitted with the possible assistance of up to three persons. If in order to fit a new windscreen it is necessary to straighten the bodywork 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 the *Disqualification* of the Crew
- (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 applied 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 RSR which may otherwise prevent a Crew 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, or as listed in the *Championship, Series or Supplementary Regulations*.
- (c) Where possible Crews will restart in the start position on the most recent start list.
- (d) For any stage missed a Crew will be allocated a time as per *Championship, Series or Supplementary Regulations*.
- (e) Crews may re-join at the final Control providing that the vehicle is under its own power, that normal Control procedures are followed and the conditions of Article 4.3 are respected.
- (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, including any penalties, within each group of Crews completing the same number of Special Stages.
- (g) To be classified, the re-joining Crew must have completed enough competitive distance of the relevant *Competition* as per Article 1.3.

9. PENALTIES

9.1 GENERAL SCALE OF PENALTIES

~~The times recorded by the Crews in each Special Stage, expressed in hours, minutes and seconds or tenths of a second, refer Article 5.2(o).~~

- (a) Late arrival at *Start of Rally*, or Leg/Heat or Section by more than 30 minutes – *Disqualification*, refer Article 3.6(c).
- (b) Late arrival at Time Control including *Start of Rally* – 5 seconds per minute or fraction of a minute, refer Article 4.3(a)(ix)(A).
- (c) Early arrival at Time Control – 60 seconds per minute or fraction of a minute, refer Article 4.3(a)(ix)(B).
- (d) False start of a Special Stage before start signal, refer Article 5.1(h):
 - (i) First offence – 10 seconds
 - (ii) Second offence – 1 minute
 - (iii) Third offence – 3 minutes
- (e) If, through the fault of the Crew, the time entry cannot be made at the *Start Line* – *Disqualification*, refer Article 5.1(g).
- (f) Deliberately stopping or driving excessively slowly between the yellow warning sign and the stop sign – *Disqualification*, refer Article 5.2(l).
- (g) If, through the fault of the Crew, the time entry cannot be made at the finish (Stop Point) - five minutes, refer Article 5.2(o).
- (h) Enter a Control area in any direction other than that described in Route Instructions – *Disqualification*, refer Article 4.1(d)(i).

Note: For Navigational Special Stages only, Article 2.5(b) the following variation shall apply:

Enter a Control area in any direction other than that described in Route Instructions – 30 minutes per occurrence. Re-cross or re-enter a Control area once checking-in has taken place at this Control, or out of sequence – *Disqualification*, refer Article 4.1(d)(ii).

- (i) Exceeding Quiet Zone or civil speed limits by up to 30 km/h above the relevant limit, refer RSR 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.

- (j) Exceeding Quiet Zone or civil speed limits by greater than 30 km/h above the relevant limit, refer RSR 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.

~~Exceeding Restricted Speed Zone Limit on a Special Stage, refer Article 5.6(b)(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.~~

- (k) Failing to achieve specified minimum speed limit within a Virtual Chicane, refer Article 5.6(b)(iv):
 - (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.
 - (iv) *Or as stated in Event Supplementary Regulations or Sporting Regulations*

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

- (l) Missing or incorrect Observation – 30 minutes per occurrence.

9.2 PENALTIES DETERMINED BY STEWARDS

- (a) A Crew 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 RSR 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~~ relevant State/Territory traffic regulations).
 - (v) Breaches of regulations not otherwise provided for.

10. EVENT ORGANISATION

10.1 CLERK OF THE COURSE

- (a) The Clerk of the Course shall hold an *Event Command Licence* and the Rally endorsement or shall be in the process of being assessed to hold this *Licence* under conditions set by *Motorsport Australia*.
- (b) The Clerk of the Course shall be ultimately responsible for ensuring compliance with the *Event Safety Plan*.

10.2 EVENT CHECKER

An *Event Checker* (previously referred to as a “Course Checker” and licenced by Motorsport Australia as “Course Checker”), shall be appointed as per RSR EG 1.7

10.3 EVENT PLANNING

- (a) Closing Public Road
 - (i) *Organisers* must secure from Authorities sufficient road closure time window for each Special Stage to ensure Set-up Crews have sufficient time to set up and check each stage anticipating potential delays in completing the set-up of earlier stages on that leg. Set-up crews should not enter the stage until the road is closed to normal traffic, unless the Clerk of the Course has approved the set-up crews to do so.
 - (ii) If a closure is to start at a particular time, it is not appropriate that local residents be prevented from accessing a road prior to that specified and published time, even if this means that the road is not fully closed until a later time.

For example, a 10km stage may take 20 minutes to completely close by officials. It is highly inconvenient and disrespectful of local residents to stop them accessing a road that is due to be closed at a certain published time, some 20 minutes earlier in order to enable officials to put in place the necessary road closure. The published road closure time should be the time that public traffic is stopped from accessing the road, NOT the time that officials start to prepare the road for closure. This has many implications including preventing children getting to school, farmers accessing their stock and misunderstandings that can lead to a potential collision on stage between an official setting the course and local farm traffic
 - (iii) It is acceptable to have a road closure time published for the public road closure and a separate time for local residents where the local residents are issued a pass that will allow access up to 30 minutes prior to the public road closure.
 - (iv) *Organisers* must take steps to ensure that *Competition* vehicles do not obstruct or hinder residents, ~~and~~ other road users ~~and access to properties~~ outside of the road closure area. This includes educating crews not to stop outside a stage to service or remove helmets unless their vehicle is completely off the roadway in a safe area. Moreover, *Organisers* must anticipate queuing of cars at the start of stages and ensure that other road users on the open road are not affected. This is likely to require *Organisers* to make contingency arrangements to re-group cars in a holding area remote from the stage start from where they can be released at intervals. The location of starts should be carefully considered by *Organisers* to ensure that queuing around corners onto main roads, will not occur especially if there is a delay or suspension in the stage start.
- (b) *Organisers* must consider stage security as a major factor when choosing special stages for an *Event*, taking the following into account.
 - (i) If possible, avoid the use of stages which would clearly have every day public access and which the public have a habit of using for recreation on weekends or public holidays.
 - (ii) Do not plan to use a stage that would use too many human resources in the form of road closure officials. If there is any doubt about an *Event's* ability to provide comprehensive security on a particular special stage, change the *Event* design to avoid the problem; for example, by looping a stage, even partially, a substantial reduction in the number of road closures can be achieved.
 - (iii) The security of each special stage in the *Event* is of the utmost importance. *Organisers* must not compromise in the areas of physically barring unauthorised vehicular entry to the special stage, and in ensuring that the public are properly restrained in the designated spectator areas.
 - (iv) Steps must be taken to ensure that Crews cannot accidentally travel along roads internal to the *Course* that would lead them back onto the *Course* at a later, or earlier point.
- (c) Reconnaissance
 - (i) *Organisers* may require reconnaissance to be conducted according to a schedule published in the *Supplementary Regulations* or Bulletin.
 - (ii) *Organisers* must list the conditions for reconnaissance in the *Supplementary Regulations* or Bulletin, including speed limits, penalties for speeding, number of passes per stage etc.
 - (iii) It is highly recommended that *Events* use a GPS based tracking system i.e. RallySafe Lite, to monitor the speed of vehicles during reconnaissance and to report on any deviation from the maximum number of passes through a stage.
- (d) Servicing
 - (i) The locations selected for Service Areas/Refuel Zones should have sufficient space for the number of vehicles which will attend the Service Area.

- (ii) If the Service crew are required to attend remote services/refuel, then the Event must issue Service crew instructions. Maps must be clearly printed and the route very clearly marked thereon. A large-scale overview map is highly recommended.
- (iii) Where the public is permitted access to areas where refuelling or servicing will take place, the organisers must ensure that adequate precautions are taken to keep the public at a suitable distance from potentially dangerous activities.

10.4 PUBLIC INFORMATION PROGRAM

- (a) Requirements across the different States and Territories of Australia vary, but as a minimum, place signs of a dimension 594 x 420mm (A2), or larger, on each major Special Stage access road at least four weeks prior to the *Event*.
 - (i) Each sign should detail the date/s and times the road will be closed for competition;
 - (ii) Each sign should detail the date and times of reconnaissance (if applicable) and if the road has restricted use); and
 - (iii) Each sign should contain a contact phone number for the *Organisers*.
- (b) *Organisers* should request from each local authority ~~for~~ a list of land owners and/or lease-holders in the affected areas, **who must be advised in writing of any proposed road closures**. Note: local authorities ~~this~~ may not always be forth coming with this information. ~~These must each be advised in writing of any proposed road closures.~~
- (c) The *Organisers* must take reasonable steps to advise each resident along the planned Special Stage route of proposed road closures, including reconnaissance information (if applicable).
- (d) **The *Organisers*** must gain written approval of all relevant local authorities (e.g., Police, local Council etc).
- (e) **The *Organisers* should** advise, by "letterbox drop" or similar, each resident on a **minor road** liaison where volumes of traffic are **expected** to be higher than normal, emphasising that the crews will be obeying the relevant state road laws or other additional requirements which the *Organisers* may place upon crews.
- (f) **The *Organisers* should** pay special attention to the concerns of the public near the route in well-known sensitive areas. If possible, avoid areas where there is a history of residents' concern.
- (g) **The *Organisers* should** advertise in local papers; the publicity could provide many of the road closure officials whilst alerting the local community to the *Event*. This may also be a requirement of local authorities.

10.5 OFFICIALS – ROAD CLOSURE

- (a) The *Organisers* shall provide each road closure official with the paperwork to reinforce their authority; e.g., *Motorsport Australia Organising Permit*, police permit, road authority permit and other approvals as required by local authorities.
- (b) The *Organisers* ~~shall~~ **should consider** providing vests, caps etc. for officials to wear wherever possible. This is especially important to "On Stage" Officials as these are a valuable aid for the Course and Zero cars to recognise that officials are in place and that persons on the roadside are not spectators. This may also help with the official's authority in dealings with the public.
- (c) The *Organisers* shall brief road closure officials to diplomatically ensure that the public cannot and do not access the route of a Special Stage. A useful tip is to persuade an aggressive member of the public to at least wait with the official in a safe location to see a competing car on the Special Stage, to help them understand the danger.
- (d) The *Organisers* shall ensure that road closure officials understand that access to the Special Stage must be physically blocked, sometimes with their own vehicle, and that the placement of this vehicle and associated bunting is vital to the stage security.
- (e) Road closures should be apparent to the Course and Zero cars, as much time can be wasted by these cars delaying in ensuring that all personnel are in position and the stage is secure.
- (f) Anyone at a road closure (including the officials) should stand in a safe position.

10.6 PREPARING THE SPECIAL STAGE

- (a) The stage crew can lightly tape off all minor tracks, internal roads and dead-ends. An inspection of the tape later can be a valuable pointer to identifying potential problem areas. This tape should be placed at such a height so as to be broken by unauthorised vehicles and should be in place, **if possible**, before the reconnaissance **or, at the latest, the first course car** commences.

- (b) The Special Stage Start and Finish shall be physically blocked to unauthorised traffic as per the *Event Running Schedule*, and ensure that road closures are in place along the route, ready to be checked by the passage of the first Course car, usually 60 to 90 minutes before the Start time for Car 1.
- (c) If the Special Stage includes a spectator point, then the ~~relevant procedures from these organisational requirements and the Motorsport Australia Rally Spectator Control Document~~ must be followed.
- (d) The Stage Commander shall ensure that all communications are functioning as planned.
- (e) Following the starting of the first Course car into the Special Stage, ensure that only those vehicles and personnel detailed on the *Event Running Schedule* are permitted to enter the Special Stage, unless specifically authorised by the Clerk of the Course, and the passage of all such vehicles (Stewards, Observers etc.) must be monitored and recorded.
- (f) Special procedures need to be in place to allow the media, especially television crews, to access their desired locations. Sometimes this access may have to be via the Controls.

10.7 SPECIAL 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, Refer Article 10.10.
- (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 Crews 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 Crew on the earlier Special Stage, or the passage of the last Crew and sweep car on the duplicated portion on the earlier Special Stage.
- (e) Where the *Event* is not nominated as Tarmac *Rally* under RSR-EG Article 1.29, the total length of bitumen surface must be stated in *Supplementary Regulations*, Bulletin or Further Regulations.
- (f) A system for positive tracking of crews at approx. 5km intervals through Special Stages must be used. Refer Article 1.8 ~~If a GPS-based real-time system i.e., RallySafe is not being used at the Event then tracking details must be recorded at the Stop Point of each stage or in Rally Command and detailed in the Event Safety Plan.~~
- (g) Each *Organiser* must draw up, and show in the Safety Plan, the procedure for tracking vehicles and must also list the procedure to be followed in the *Event* of a missing crew.
- (h) Any report of unauthorised vehicles on the Special Stage after it is closed must be passed immediately to the Stage Commander for action and reporting to the *Rally Command*. It is not normally possible to provide communications at all road closures, however potential trouble spots (e.g. busy access roads) should ideally have communications on either the intra-stage system or to the *Rally Command*. A mobile telephone belonging to the official on the spot can be utilised provided that a clearly-defined emergency number is available at the *Rally Command*.
- (i) Any alteration to the conditions which existed during reconnaissance or the first running of a stage must be notified to Crews in writing and be signed for before crews starts that stage. This information should be in the form of an "Advice to Crews" regarding distances/instruction numbers and must be accompanied by a warning sign placed on course, if applicable.

10.8 SPECIAL STAGE COMMUNICATIONS

Radio or phone communications must be in place between Rally Command, Clerk of the Course, Stage Commanders, Start, Stop and SOS Points of each stage, and Course Cars.

SOS RADIO POINTS

~~An efficient SOS radio system must in place with the following requirements:~~

- ~~(a) SOS radio points must be established at intervals of approximately 5km on all stages.~~
- ~~(b) Each Start, Stop and SOS radio point must have radio contact with the Rally Command either directly or through no more than one other point.~~
- ~~(c) No stage may start or continue to run without these radio communications continuing to function. If the radio network is compromised then Mobile Phone or Satellite Phone service may substitute.~~

~~(d) — SOS radio points must be identified by the SOS Radio Point Sign on a blue background with a similar sign on a yellow background placed 100m before the location.~~

10.9 SOS RED FLAG PROCEDURES (if applicable)

- (a) Red flags ~~may~~ **shall** only be shown at SOS radio points on the instruction of the Clerk of the Course
- (b) They must be displayed to all crews affected by any stoppage and must be shown at **all** SOS radio points on the stage to all of those crews. This may include at SOS radio points after the scene of the accident if directed by the Clerk of the Course

10.10 ROAD CLOSURE STANDARDS




(a) **Code for levels of road closures**

Where road closure standards are not specified by State, public or forest road authorities, then the following standards are to be applied.

The final nomination of the level of a road closure standard, at any location, is to be made by the *Motorsport Australia Event Checker*, in conjunction with the Clerk of the Course.

- (i) **Standard 'A' – Major Road Intersection** - where numerous public vehicles can be expected Standard 'A' road closures are to be set up using a barrier or barricade fully across the intersecting road, with a tape and road closure sign across the road **a minimum of 25m** prior to the barrier or barricade. A Senior Road Closure Official is to be appointed to be in control of the location, with one or two extra road closure officials ~~are~~ to be stationed at the intersection.
 - (ii) **Standard 'B' – Minor Road Intersection** – where public vehicles can be expected Standard 'B' road closures are to be set up with an obstacle across the intersecting roadway, with a tape and road closure sign across the road **a minimum of 25m** prior to the obstacle. A Road Closure Officials is to be appointed in control of the location, with at least one extra road closure officials ~~are~~ to be stationed at the intersection.
 - (iii) **Standard 'C' – Road or Track with a Number of Houses** – where a road or track leads to a group of houses, the residents of which are aware of the Special Stage being conducted ~~and internal roads where it is less than 1km to other parts of the stage,~~ then Standard 'C' road closures require a tape and a road closure sign across the road or track, with a road closure official present.
 - (iv) **Standard 'D' – Road or Track Where No Public Vehicle Expected** – where no public traffic is expected, including a driveway leading to a single property and the resident of which is aware of the Special Stage being conducted and internal roads ~~where it is greater than 1km~~ **leading** to other parts of the stage, **which have no external access possible**. Then Standard 'D' requires a tape and road closure sign placed across the road or Track.
- (b) **Barricade**
A Barricade is defined as rails on stands, hay/straw bales, vehicles, wide webbing, tree log, large rocks (but not as tape); a barricade is to be set up to ensure that an approaching vehicle must stop and cannot get past the barricade. The term is not to be confused with 'barrier'.
 - (c) **Barrier**
A Barrier is defined as being constructed of solid material (e.g., concrete, steel but not hay/straw bales) capable of stopping or deflecting a vehicle travelling at speed. The term is not to be confused with 'barricade'

- (d) **Tapes**
Use of tapes should be standard for all special stage rallies to provide consistency for crews. The standard for setting up tapes at the intersections on Special Stages is as follows.

Tape Standards		
Tape A		White with red stripes (square or diagonal), 75mm wide – 1 - Course definition, should be placed on an intersection, at a height so as the crew can see the tape across a road that is not being used. 2 – Road closure warning as per Article 10.10 (a) above
Tape B		Yellow & black stripes (square or diagonal) 75mm wide tape – spectators permitted
Tape C		Yellow with black wording ('Restricted Area Keep Out') – can be used for taping the end of a spectator point, driveways, roadways, etc.
NOTE: Tapes are to be erected so that spectators can read any words (if the tape is only printed on one side)		

NOTE: An alternative taping protocol may be approved by the Event Checker. ~~Motorsport Australia upon application.~~

- (e) **Tags**
~~Tags warning anyone approaching~~ Warning tags are to be attached to Tape A and gates ~~are to be attached to the tape and or gate.~~ These tags are to be A4 size, and be of a water- and tear-proof material or can be held in a plastic sleeve. The tag must have the Date, Time of the road closure and an *Organisers* contact number one side and the words "Danger, High Speed Car Rally In Progress" on the other side.

10.11 SPECIAL STAGES RUN ON LICENCED SPEED EVENT (AND RACE) VENUES

Special Stages run on *Motorsport Australia-Licensed Speed Event* venues shall be 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 by *Motorsport Australia* and as detailed in the *Track Licence* document.

10.12 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 and the *Rally* Command.
 - (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 and running schedule.
 - (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 of at least two, 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.

10.13 COURSE CARS

- (a) *Organisers* vehicles that traverse the *Course* prior to the first or after the last competition vehicle including, but not limited to, Advance Car, Set-up Car, Safety Car, Course Car, Clock Car, 000 Car, 00 Car 0 Car, Sweep Car and other vehicles defined by the *Organiser*.

~~Radio or phone communications must be in place between Rally Command, Clerk of the Course, Stage Commanders, and Course Cars.~~

- (b) The 000 car is to start each stage approximately 60 minutes, or as shown on the *Event* running schedule, before the first competition car and ascertain that the stage is secure and ready to run with all officials in place and ready to receive competition cars, control boards and course signs and barriers are in correct location and public viewing points are set up to plan.
- (c) The 00 car starts each stage approximately 40 minutes, or as shown on the *Event* running schedule before the first competition car, contains the *Event* Checker or delegate and checks the stage ensuring it is secure and ready to run. *Competition* cannot commence until the Clerk of the Course on advice from the *Event* Checker, generally in 00, is satisfied that the stage is secure and ready. If, in the *Event* Checker's opinion, any shortcomings cannot be remedied before the first competition car expected start time for the Special Stage, the stage must be cancelled, delayed, or traversed by competition car under Liaison conditions. 000 and 00 duties may be combined into 00 car. It is recommended that the 00 car be fitted with flashing lights and a siren which must only be activated on Special Stages
- (d) 0 car is to start each stage 10 minutes, or as shown on the *Event* running schedule before the first competition car and provides a warning to officials and the public that the first competition car is due soon. The 0 Car must be fitted with flashing lights and a siren which must only be activated on Special Stages.
- (e) The entire *Course*, including all Liaison/Transport roads, Control, Regroups, Service Areas, etc must be traversed by the 0 car and at least either the 000 car or 00 car to ensure all roads are open and there are no traffic or other problems.
- (f) A sweep car is to start each stage closely following the last car and account for all Crews and collect all paperwork as required by the *Organiser*. Sweep may be accompanied by a recovery car to extract stranded cars. The sweep car/s must traverse the entire *Course*, including all Liaison/Transport roads, Controls, Regroups, Service Areas etc. There may be more than one sweep car. Sweep cars can also know as "Competition Sweep or "999".

10.14 PUBLIC VIEWING (SPECTATOR) CONTROL

- (a) An *Event* shall provide at least one public viewing point conforming to the minimum requirements below from which *Competition* cars can be viewed in competition.
- (b) The *Motorsport Australia* "Public Safety and Control Procedures–Rally Road Events" document applies to all special stage rallies and each *Event* must comply with this document (available online at motorsport.org.au).
- (c) A person must be designated to be responsible to the Clerk of the Course for *Event* public viewing control.
- (d) 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* "Public Safety and Control Procedures Rally Road Events" 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 competition traffic, and toilet (if available).
 - (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* via Rally@motorsport.org.au.
- (e) 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* Command or the Stage Commander by two-way radio or mobile /satellite phone.
 - (iv) Public Viewing Point Marshals must be readily identifiable, equipped with a whistle or horn to warn of approaching competition 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.
- (f) If relying on safety barriers for direct protection of spectators, only safety barriers appropriate for the conditions at hand (such as speed of vehicles, angle of impact, vicinity of spectators etc.) may be used.
- (g) Barriers must be proven to be capable of arresting a vehicle travelling at the speed of the vehicles at that point of the course.

- (h) A suitable space must be provided behind such barriers where no spectators are permitted, as there can be significant deflection of a barrier when hit, the degree of which varies depending on the type of barrier used.
- (i) The spectator area plan/s shall be reviewed and physically inspected by the Competition (if appointed) or *Event Checker* and another person in the *Event Organisation* who has had no responsibility for its development.
- (j) The treatment of each specified spectator location by *Event Organisers* shall be subject of a risk assessment in accordance with the *Motorsport Australia* policy and must form part of the *Event Safety Plan*.

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 (RSR RS)

See Rallysprint *Standing Regulations*

13. CROSS COUNTRY RALLY (RSR CCR)

See Cross Country Rally *Standing Regulations*

14. NATIONAL RALLIES INCLUDING TARMAC RALLIES (RSR NR)

See Rally *Standing Regulations* – National Rally

15. ADDITIONAL EVENTS AND ACTIVITIES

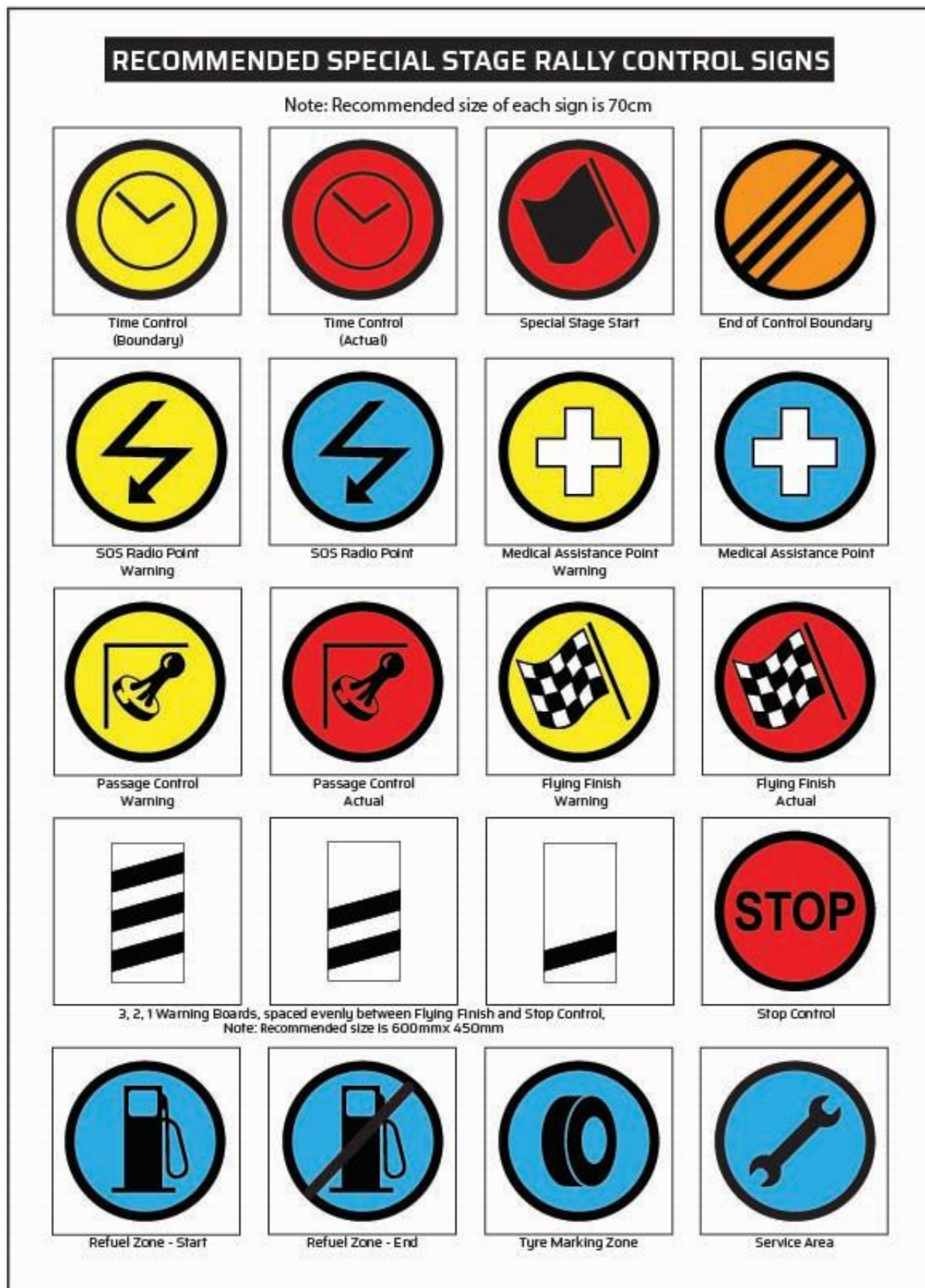
To increase the appeal of an *Event* to a wider market, ~~the following~~ other activities may be permitted as additional parts of a Special Stage Rally, subject to approval by *Motorsport Australia* and run under one of the following:

- National Touring *Standing Regulations*
- Rally Regularity *Standing Regulations*

ATTACHMENT A – STANDARD TULIP INFORMATION

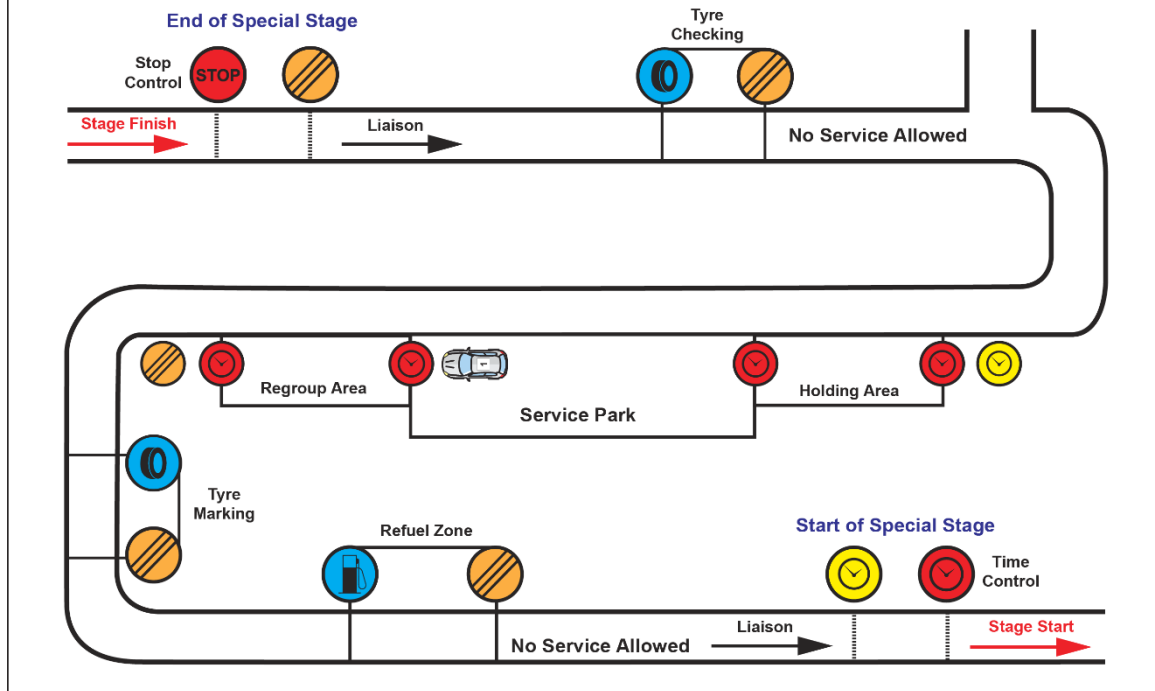
STANDARD TULIP INFORMATION					
GATE Shows how it opens		HUMP or JUMP		TIME CONTROL	
WIRE GATE		GUTTER		SOS RADIO POINT	
GATEWAY		RUT		FLYING FINISH	
GRID		ROCKS or ROUGH		STOP POINT	
BRIDGE		HOLE		BLACK SPOT	
CAUSEWAY		BANK		RAILWAY CROSSING	
CULVERT or DIP		DROP		FENCE	
FORD or CREEK		LOG or STUMP		HOUSE or SHED	
SIGNPOST Showing how it points		CLEARING		FROM GRAVEL TO BITUMEN	
SPEED LIMIT SIGN		CREST		FROM BITUMEN TO GRAVEL	

ATTACHMENT B – RALLY SIGNS



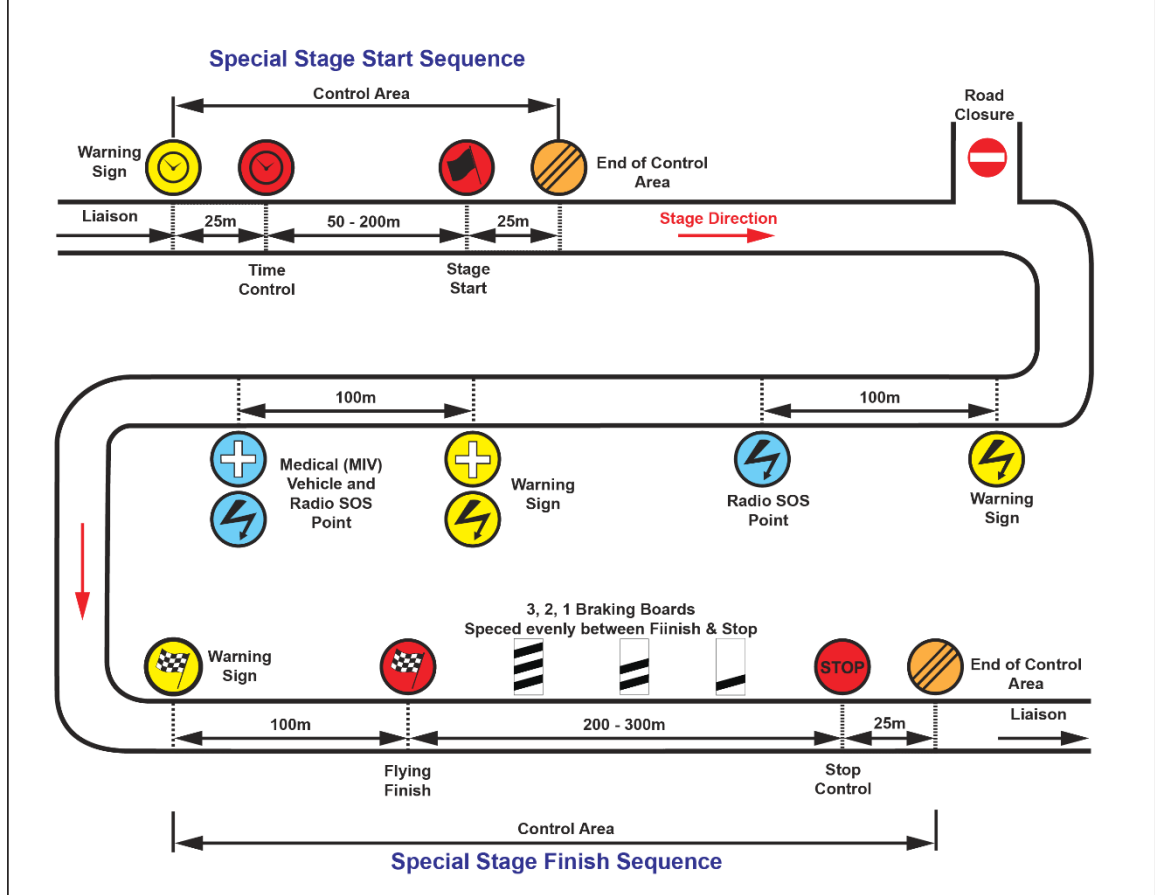
RALLY LIAISON & SERVICE AREA SIGNS

This diagram details the layout of the most common signs found on Liaison and Service Area



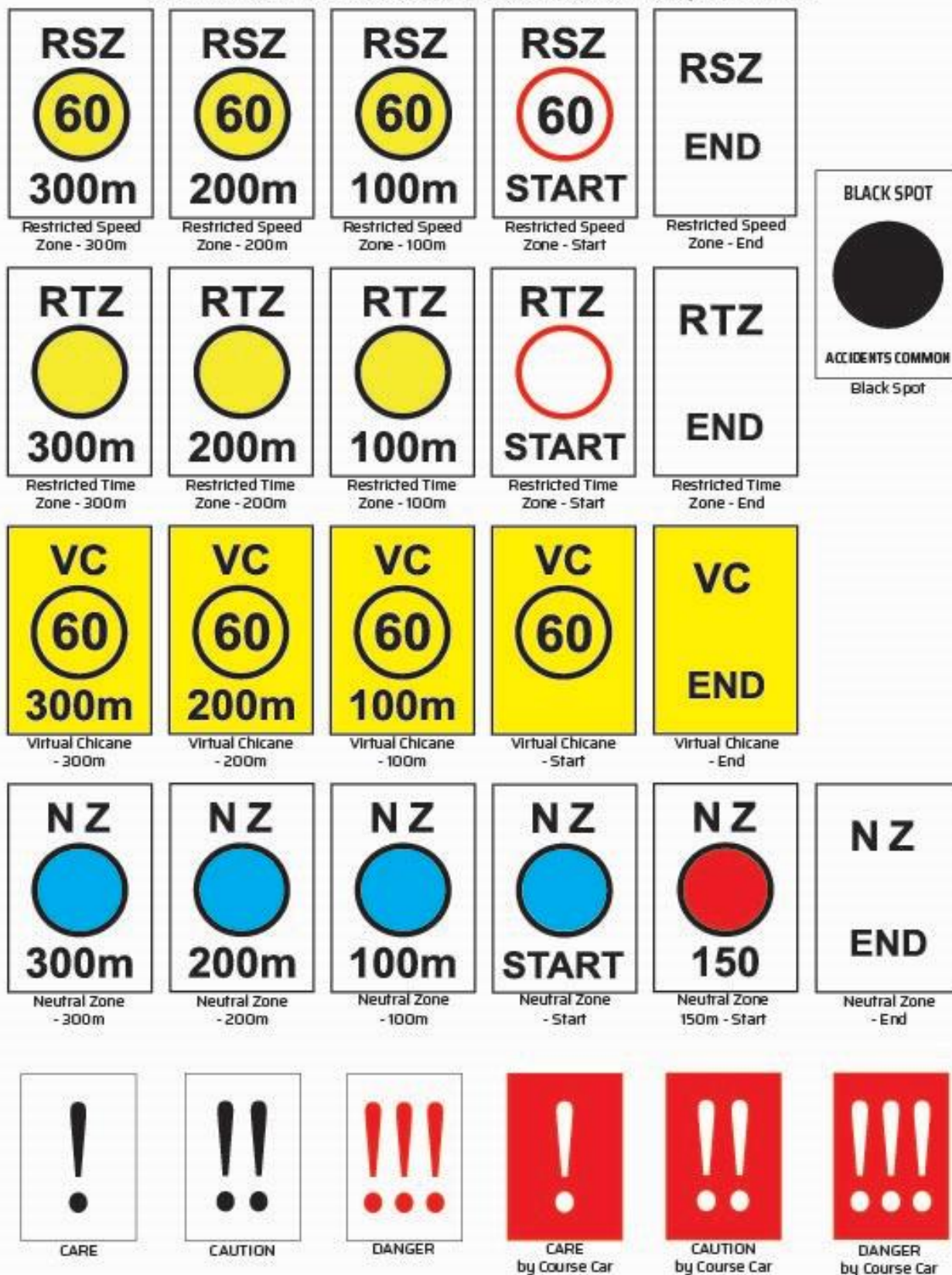
RALLY SPECIAL STAGE SIGNS

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



RECOMMENDED SPECIAL STAGE ON COURSE SIGNS

Note: The recommended size of each board is 600mm high by 450mm wide



RSR- Special Stage Rallies

ATTACHMENT C - SAMPLE ITINERARY

Note: This sample itinerary is from a 2023 ARC Event Day / Heat 1

Start Heat 1 (Section 1 & 2)				Saturday 25/03/2023 Sunrise 07:18		
	Distance to next refuel	(32.68)	(45.41)	(78.09)		
0	Start - Invermay					7:30
1			37.21	37.21	0:45	8:15
SS1	South Retreat 1	20.39				8:18
2			2.70	23.09	0:27	8:45
SS2	North Retreat 1	12.29				8:48
RZ	Remote Refuel - Lebrina		[5.50]	[17.79]		
1	Distance to next refuel	(27.18)	(52.20)	(79.38)		
3			17.15	29.44	0:40	9:28
SS3	Lonestar Ridge23 1	27.18				9:31
3A	Flexi- Holding IN		40.55	67.73	1:08	10:39
3B	Flexi- Holding OUT / Service IN	Note: Crews have a maximum of 15 mins to move their car into service from holding area				
Service A		(59.86)	(97.61)	(157.47)	0:30	
RZ	Service Park Refuel					
2	Distance to next refuel	(32.68)	(45.41)	(78.09)		
3C	Service OUT / Regroup IN					11:24
	Regroup					
3D	Regroup OUT					11:54
4			37.21	37.21	0:45	12:39
SS4	South Retreat 2	20.39				12:42
5			2.70	23.09	0:27	13:09
SS5	North Retreat 2	12.29				13:12
RZ	Remote Refuel - Lebrina		[5.50]	[17.79]		
3	Distance to next refuel	(27.18)	(52.20)	(79.38)		
6			17.15	29.44	0:40	13:52
SS6	Lonestar Ridge23 2	27.18				13:55
6A	Flexi- Holding IN		40.55	67.73	1:08	15:03
6B	Flexi- Holding OUT / Service IN	Note: Crews have a maximum of 60 mins to move their car into service from holding area				
Service B		(59.86)	(97.61)	(157.47)	2:00	
6C	Service OUT /Parc Ferme IN					17:03
All cars re-starting in Heat 2 must be returned to Parc Fermé no later than						23:00
Heat 1 Totals		119.72	195.22	314.94	Sunset 19:15	

Day / Heat 2

Start Heat 2 (Sections 3, 4 and 5)						Sunday 26/03/2023 Sunrise 07:19
6D	Parc Ferme OUT / Service IN					7:30
Service C		(0.00)	(0.00)	(0.00)	0:15	
RZ	Service Park Refuel					
4	Distance to next refuel	(28.67)	(83.04)	(111.71)		
6E	Service OUT					7:45
7			39.91	39.91	0:46	8:31
SS7	Springfield South 1	17.03				8:34
8			18.55	35.58	0:40	9:14
SS8	Sideling Range 1	11.64				9:17
RZ	Remote Refuel - Lebrina		[24.58]	[36.66]		
5	Distance to next refuel	(20.64)	(52.16)	(72.80)		
9			36.19	47.83	0:55	10:12
SS9	Lisle23	20.64				10:15
9A	Flexi-Holding IN		40.55	61.19	1:02	11:17
9B	Flexi- Holding OUT / Service IN	Note: Crews have a maximum of 15 mins to move their car into service from holding area				
Service D		(49.31)	(135.20)	(184.51)	0:30	
RZ	Service Park Refuel					
6	Distance to next refuel	(28.67)	(83.36)	(112.03)		
9C	Service OUT - Regroup IN					12:02
	Regroup					
9D	Regroup OUT					12:22
10			39.91	39.91	0:46	13:08
SS10	Springfield South 2	17.03				13:11
11			18.55	35.58	0:40	13:51
SS11	Sideling Range 2	11.64				13:54
RZ	Remote Refuel - Lebrina		[24.90]	[36.54]		
7	Distance to next refuel	(13.19)	(59.00)	(72.19)		
11A	Power Stage Regroup IN		24.90	36.54	0:42	14:36 E
	Power Stage Regroup					
11B	Power Stage Regroup OUT					15:07
12			18.44	18.44	0:20	15:27
SS12	Lisle23 Short (Power Stage)	13.19				15:30
12A	End of Event-Parc Ferme Podium IN		40.56	53.75	1:00	16:30 E
	Podium					17:30
Heat 2 Totals		91.17	277.56	368.73	Sunset 19:14	

Note: Early check-in allowed where "1st Car Due" time shows "E"

Totals of the Rally	SS	Liaison	Total	%
Heat 1, 25 March (Sections 1 & 2)	119.72	195.22	314.94	38%
Heat 2, 26 March (Sections 3, 4 & 5)	91.17	277.56	368.73	25%
Totals - 12 SS	210.89	472.78	683.67	31%

RSR- Special Stage Rallies

ATTACHMENT D - SAMPLE TIMECARD

NOTE: Time Card dimensions - 1 cm boxes, 11cm x 18cm-card.
The Timecard will print 3 across an A4 sheet.

		Car N°.	Timecard 1	
			26 March 2024	
TC 0		Rally Start - Liaison to SS1		CREW USE
		START TIME H M	TARGET TIME 00 15	DUE TIME H M
TC 1		ARRIVAL H M		
		SS 1 South Retreat 1 20.39km		CREW USE
SS 1		PROVISIONAL START H M	START TIME H M	TARGET TIME 00 40
		DUE TIME H M		
TC 2		STOP POINT INITIAL STOP	ARRIVAL H M	TIME TAKEN M S 1/10
		SS 2 North Retreat 1 12.29km		CREW USE
SS 2		PROVISIONAL START H M	START TIME H M	TARGET TIME 00 40
		DUE TIME H M		
TC 3		STOP POINT INITIAL STOP	ARRIVAL H M	TIME TAKEN M S 1/10
		SS 3 Lonestar Ridge 23 1 27.18km		CREW USE
SS 3		PROVISIONAL START H M	START TIME H M	TARGET TIME 00 55
		DUE TIME H M		
TC 4		STOP POINT INITIAL STOP	ARRIVAL H M	TIME TAKEN M S 1/10
		SS 4 Springfield South 1 17.03km		CREW USE
SS 4		PROVISIONAL START H M	START TIME H M	TARGET TIME 00 27
		DUE TIME H M		
TC 4A		STOP POINT INITIAL STOP	ARRIVAL H M	TIME TAKEN M S 1/10