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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.

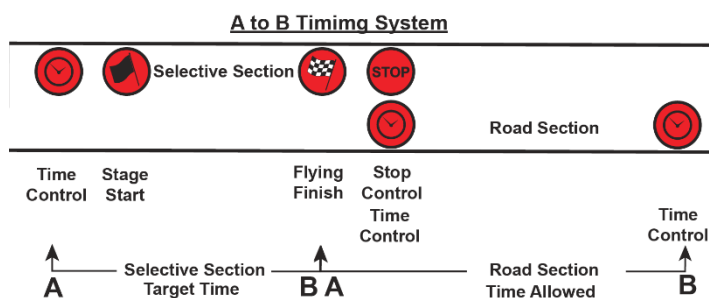
1. DEFINITIONS

- (a) A Cross Country *Rally*, as defined by the *Motorsport Australia, Rally Standing Regulations – Events General (RSR-EG) Article 1.13 14*, is a sporting *Event* the itinerary of which covers the territory of the country. The terrain used is to be of a mixed nature of roads and tracks.
- (b) The *Promoter* must obtain an *Organising Permit* from *Motorsport Australia*.
- (c) A Baja Cross Country *Rally* is a Cross Country *Rally* which may be conducted over one to two days. The minimum total distance of all the Selective Sections is 300km. The minimum distance of a Selective Section is 30km, and the maximum is 150km. The maximum distance of all the Selective Sections is 1,200km. 500km is the maximum distance to be travelled in Selective Section until a minimum rest stop of eight hours be observed.
- (d) A Marathon Cross Country *Rally* has a total distance greater than 2,500km. The minimum total distance of the Selective Sections must be 1,500km. The competitive component of the *Event* is to be conducted over a period of a minimum of five days to a maximum of 10 days. The maximum distance of a Selective Section is set at 300km.
- (e) The route, at an imposed average speed, is divided into Legs consisting of one or more Selective Sections in real time linked by Road Sections with an imposed average speed.
- (f) The total duration of a Cross Country *Rally* may not exceed 12 days (including scrutineering and Prologue).
- (g) Selective Sections must be divided in such a manner that the majority of competing crews can cover most of the route in daylight. It is prohibited to *Start* a Selective Section before sunrise or after sunset.
- (h) A stop of at least eight hours is compulsory after a driving time of between 12 and 20 hours, unless decided otherwise by the Stewards, upon a proposal from the Clerk of the *Course*.
- (i) A Cross Country *Rally*, whatever the type, must be entered on the *Motorsport Australia* Motor Sport calendar.

2. TERMINOLOGY

- (a) Briefing: A briefing must be given by the Clerk of the *Course* or their deputy and the crew participation is compulsory (this must be included in the *Supplementary Regulations*). The text of the briefing regarding safety must also be set out in writing and be posted on the official notice board. Failure to attend this briefing will be reported to the Steward who may impose a penalty.

- (b) Leg: A leg is part of the *Event*, separated by a stopping time of at least eight hours. Time controls are compulsory between the finish of the last Selective Section and the entrance to the Bivouac, and from the departure from the Bivouac to the *Start* of the first Selective Section the next day.
- (c) Navigation Leg: A Navigation Leg is a route which cannot be strictly defined, to be run with or without a Road Book (full or partial) and/or by a map. Passage Control points which can be easily and precisely located in the field using material references shall be indicated geographically (latitude and longitude), cartographically (coordinates) or representatively (kilometres and drawings) in the Road Book and/or on the map, and mentioned as such in the *Supplementary Regulations*.
- (d) Vehicle Log Book: A Document issued by *Motorsport Australia* which must be presented at the time of scrutineering to the scrutineer in charge at the *Event*. This log book must also be presented on demand by the scrutineers. Refer *Motorsport Australia Manual Technical Appendix - Schedule L*.
- (e) Road Section: A transport stage between Selective Sections. A to B timing system.
- (f) Selective Section: Speed test in real time. Selective Sections must be run over a *Course* exclusively reserved for the crews of the Cross Country Rally. Where it is possible that the *Course* may be entered by members of the public, road closures must be in place. This provision must be indicated in the *Supplementary Regulations* of the Cross Country Rally.
- (g) A to B Timing System
 - (i) The system of timing and Control procedures in these regulations is known as A to B Timing.
 - (ii) The “Target Time” is the time assigned to complete a Selective Section, beyond which Late Time accrues.
 - (iii) The “Time Allowed” is the time assigned to complete the Road Section from the Stop Point to the next Time Control beyond which Late Time accrues.
 - (iv) The start time for the Road Section shall be the same as for the finish time for the preceding Selective Section, disregarding the seconds. Crews may leave the Stop Point as soon as all necessary paperwork is completed.
 - (v) A Stop Point is considered a Time Control for the purposes of Late Time.



- (h) Team Manager: The declared and approved representative of a team entering a vehicle as declared on the *Entry Form*.
- (i) Target Time: The scheduled time for the completion of each Selective Section, after which a loss of a part of the “Late Time” is incurred.
- (j) Time Allowed: The scheduled time for completion of a Road Section, after which a loss of a part of the “Late Time” is incurred. Early or late arrival at the end of a Road Section will also incur a loss of “Penalty Time” time.
- (k) Penalty Time: The time actually taken, expressed in real time (ie, hours, minutes and seconds) to complete a Selective Section, or as an imposed penalty, (in real time) for other infringements.
- (l) Late Time (or Maximum Time Allowed): The accumulated time by which a crew exceeds
 - (i) The Target Time (for Selective Sections), and
 - (ii) The Time Allowed (for Road Sections) within a Leg.

The maximum “Late Time” allowed for each leg shall be advised in the route instructions. “Late Time” applies separately to each leg of the *Event*, and is not accumulative from one leg to another. *Supplementary Regulations* may call for the *Disqualification* of a crew who has exceeded the Late Time for a leg on one or more occasions. Penalties for exceeding Late Time will be detailed in *Supplementary Regulations*.

- (m) Changing of the Maximum Time Allowed: Maximum Time Allowed limit (Late Time) may be increased or decreased by the Clerk of the *Course* at any time that it is considered that circumstances warrant a change. If changed during a leg, such change shall be immediately communicated to the Stewards. If changed before the *Start* of a leg, the Stewards must approve such change.
- (n) Real Time: Time actually taken to cover the route of a Selective Section.
- (o) Regrouping: Stop scheduled by the *Organisers* to enable the timetabled times to be met on the one hand, and on the other, and/or to regroup the crews still in the *Event*. The stopping time may vary according to the crews.
- (p) Neutralisation Period: Time during which the crews are stopped by *Rally Control*.
- (q) Parc Fermé: Zone in which no repairs or intervention is allowed, except in the cases expressly provided for by the *Event Supplementary Regulations* or Bulletin.
- (r) Bulletin: Official bulletin which is an integral part of the regulations of the Cross Country *Rally* and is intended to modify, clarify or complete information regarding the *Event* subject to *NCR 24*. These bulletins are numbered, dated and signed and will be posted on the official notice *Board* of the Cross Country *Rally*:
 - (i) By the *Organisers* up until the day of scrutineering, and approved by *Motorsport Australia*.
 - (ii) By the Stewards throughout the Cross Country *Rally*.
 - (iii) The *Organisers* may, where reasonably possible, require that each *Competitor/crew* acknowledge their acceptance of a validly issued Bulletin as a condition of being further permitted to participate in an *Event*
- (s) Information Note: Information given by the *Organisers* and/or the *Rally control* to the crews who, after reading it, must confirm this by signature.
- (t) Time Card: The official document held by each crew upon which is recorded details of their performance throughout the *Event*.
- (u) Bivouac: (Cross Country Rallies) Zone situated between the Time Controls at the finish of one Leg and the *Start* of the next, where all the crews regroup. In the Bivouac, servicing is free for the crews still in the competition, as is any servicing authorised by the *Supplementary Regulations* of the *Event*. The Bivouac zone will be determined by the *Organisers*, with a drawing and location of the designated area in the route book.
- (v) *Start* and finish controls may be combined, but they must be no further than 500m from the centre of the Bivouac for the finish of a road section. Servicing in a closed and/or private place is not authorised.
 - (i) First infringement: 50% of the fees;
 - (ii) second infringement: fixed penalty (listed in the *Supplementary Regulations*);
 - (iii) third infringement: *Disqualification*.

The *Organiser* may set up Bivouacs with regulated servicing, for which the procedure shall be described in the *Supplementary Regulations*.
- (w) Service Areas: These are areas where servicing of competing vehicles may take place. They will be notified in the *Supplementary Regulations* and in the route instructions. No other servicing of competing vehicles may take place. Penalty: up to *Disqualification*.
- (x) Fixed Penalty: A fixed penalty has been created to replace certain sanctions leading to *Disqualification* or ~~*Disqualification*~~ for failing to respect certain clauses of the regulations in a Cross Country *Rally*. The fixed penalty, when applied, allows the penalised crew to continue the Cross Country *Rally* in normal competition conditions, although being severely sanctioned. The fixed penalty is expressed as a time which is added to the penalties already incurred by the crew in specific cases listed in the *Supplementary Regulations*. The fixed penalty is set by the *Organisers* and may be of a different figure for each Selective Section, Road Section or Passage Control, calculated according to the profile and difficulty of each of these. The fixed penalty for each Leg will be calculated by adding together the maximum time authorised for the Selective Section/s or Road Section/s not covered, and increased by the fixed penalty for the missing Section/s, as well as for any missing Passage Controls.
- (y) Production Vehicle: Any vehicle which has a minimum of 1,000 factory-built units of that model (it is the responsibility of the *Competitor* to prove sufficient proof of eligibility).
- (z) Passage Control: A control located between major controls to verify observance of the specified route and/or compliance with the regulations.

3. REGULATIONS

- (a) A Cross Country Rally is to be conducted in conformity with the Fédération Internationale de l'Automobile (FIA) Sporting Code the *Motorsport Australia National Competition Rules (NCR)*, the *Motorsport Australia Rally Standing Regulations – Events General (RSR-EG)* and *Rally Standing Regulations – Vehicles General (RSR-VG)* these *Rally Standing Regulations - Cross Country Rally*, (RSR-CCR), *Cross Country Rally Technical Regulations*, the *Supplementary Regulations* for the Cross Country Rally and any Bulletins which may be issued.
- (b) Any variation between the RSR-EG and these *Rally Standing Regulations - Cross Country Rally*, the *Rally Standing Regulations - Cross Country Rally* regulations will take priority.
- (c) The Clerk of the Course is charged with the application of all regulations pertaining to the *Event* during the running of a Cross Country Rally.
- (d) *A Course Checker as per RSR-EG, Article 1.12 shall be appointed for each Cross Country Rally Event*
- (e) Any protests arising from this *Event* will be adjudicated by the Stewards who alone have the power to decide.
- (f) Any amendment or any additional provision will be announced by dated, numbered and signed Bulletins, as per Article 2 (e r)

4. VEHICLES

- (a) Cross Country Rallies are open to vehicles of a maximum gross weight of up to ~~2,500kg~~ 3,000kg for Categories A0, A1, A2, A3, A4 and A5. All vehicles must be road registered or otherwise be able to be legally driven on public roads (eg, appropriate permit), as well as meeting the relevant safety specifications laid down in the *Motorsport Australia Manual* and by these regulations.
- (b) All competing vehicles must comply with *Motorsport Australia Rally Standing Regulations – Vehicles General (RSR VG)* of the *Motorsport Australia Manual* in its entirety (refer “General Requirements for Cars and Drivers”). All vehicles shall be fitted with a safety cage in conformity with *Motorsport Australia Manual Technical Appendix - Schedule J*, ~~save for Off Road vehicles which must be fitted with a safety cage structure outlined in the relevant Off Road Regulations~~. Vehicles entered in International Events shall comply with the requirements of the FIA.
- (c) At the time of presentation of the vehicle for pre-*Event* scrutiny, the vehicle must conform to one of the following categories. The only modifications permitted are those listed in each category. Any modifications, which are not specifically permitted under these regulations are not allowed.
- (d) All competing vehicles must be subject of a *Motorsport Australia* log book.
- (e) All vehicles must comply with the Cross Country Rally Technical Regulations and RSR VG.
- (f) *In some events it may be possible for vehicles complying with Motorsport Australia Off Road regulations to participate, which will be outlined in the Supplementary Regulations of the Event. In such cases, each vehicle must be subject of the relevant civil approvals (registration, temporary permit etc) to allow that vehicle to drive on public roads, and must be subject of appropriate third party insurance. Where conflict arises, the safety regulations for Cross Country Rallies will take precedence over those for Off Road, unless specifically outlined in these regulations.*
- (g) The following groups will apply for competing vehicles and eligible groups for each *Event* shall be outlined in the *Supplementary Regulations*.

Group A0:	'Showroom' 4x4 Cross Country <i>Passenger</i> and Light Commercial automobiles
Group A1:	<i>Series</i> Production 4WD Cross Country <i>Passenger</i> automobiles and Light Commercials and <i>Motorsport Australia</i> Off-Road Production 4WD automobiles
Group A2:	Modified Production 4WD Cross Country automobiles
Group A3:	Modified 2WD automobiles, including <i>Motorsport Australia</i> Production Rally Cars, <i>Motorsport Australia</i> Off Road Extreme 2WD and <i>Motorsport Australia</i> Performance 2WD automobiles
Group A4:	<i>Motorsport Australia</i> Off Road Buggies, Pro, Prolite, Sportslite, Super 1650, Sportsman and SXS automobiles

**Group
A5:**

Unlimited 4WD automobiles ~~and Motorsport Australia Off Road Extreme 4WD automobiles~~

- (H) *Organisers may add to the groups listed in these regulations with approval from Motorsport Australia and shall be outlined in the Supplementary Regulations.*

5. CREWS

- (a) For the exact interpretation of this text the following definitions apply:
- (i) “Competitor”; A person or body who holds a *Competitor Licence* acceptable to *Motorsport Australia* and who has entered a *Competition*.
 - (ii) “Crew”: *Driver/s, and Co-Driver/s or Navigator;*
 - (iii) “Team members”: the service crew – ie, team manager, mechanics and all other personal registered with the team via the *Entry* form.
- (b) A crew can be made of up to three persons, of which only two persons, nominated as Driver, Co-Driver or Navigator, are permitted in vehicle at any time. The make up of the crew and nomination of the crew at any one time shall be outlined in the *Event Supplementary Regulations*.
- ~~The crew may comprise up to three people, provided that all the safety requirements are respected. The members of the crew will be nominated as the Driver and up to two Co-Driver/s. The Supplementary Regulations for the Event may specify a crew comprising of two people.~~
- (c) *Motorsport Australia Licence* requirements for a *Competitor, Driver, Co-Driver and Navigator* refer to the *Motorsport Australia Manual – General Appendix - Licences*. (<https://motorsport.org.au/regulations/manual/general-regulations>)
- (d) Only crew members ~~of that crew~~ nominated on the entry as *Driver* or *Co-Driver* may drive during the *Event*, and they must possess a current and valid *Civil Licence* (which permits unsupervised driving) ~~and relevant Motorsport Australia Rally Licence meeting the eligibility requirements for the Event level as specified in the General Regulations of Motorsport Australia.~~
- (e) *People Crew members* who have been issued with a “Rally with Navigator Only Endorsement” ~~“Navigators Only” or “Juniors”~~ *Licence* are not permitted to drive.
- ~~For a Baja Cross Country Rally only, of club status only, the Navigators' age limits are the same as for Off Road Events.~~
- (f) Where the *Competitor* is a legal entity, or in any case not part of the crew, the *Driver* named on the *Entry* form will be held responsible for all the liabilities and obligations of the *Competitor*, throughout the whole *Cross Country Rally*. Such *Competitors* must hold the relevant *Motorsport Australia Competitor's Licence*.
- ~~All nominated competing crew members must be on board the vehicle throughout the entire duration of the Cross Country Rally, with the exception of the cases provided for in the Supplementary Regulations. If one member retires, or if a third party is admitted on board (unless this is to transport an injured person) the vehicle shall be disqualified from the Event.~~
- (g) Any incorrect, fraudulent or unsporting action carried out by a crew will be judged by the Stewards who may impose penalties, which may go as far as the *Disqualification* of the crew concerned.
- (h) The wearing of safety belts conforming to *Motorsport Australia Manual Technical Appendix - Schedule I* is compulsory throughout the *Cross Country Rally*, on pain of *Disqualification* by the Stewards.
- (i) The wearing of helmets and apparel complying with a standard outlined in *Motorsport Australia Manual Technical Appendix - Schedule D. 1.2 Rally/Road* is compulsory throughout any *Selective Section* in a *Cross Country Rally*, on pain of *Disqualification* by the Stewards.

6. ENTRIES

- (a) Persons wishing to take part in the *Cross Country Rally* must send the *Entry* form, duly completed, to the Secretariat of the *Cross Country Rally* along with the *Entry* fees, accompanied by at least:
- (i) Details of the full name, address, competition *Licence* and civil driving *Licence* (where relevant) of each member of the crew.
 - (ii) Details of the characteristics of the vehicle.
- (b) By the very fact of signing the *Entry* form, the crew agrees to conform to the regulations specified in the *Motorsport Australia Manual*, these *Standing Regulations*, the *Event Supplementary Regulations*

and Further Regulations or Bulletins which may be issued. No amendments may be made to the *Entry* form after acceptance, except in the cases provided for in the regulations listed in this Article.

- (c) The changing of a crew member may be carried out subject to the approval of the *Organising Committee* up until the moment at which the crew member concerned presents himself at the administrative checks. The changing of two or three crew members may only be authorised by the Stewards. [Except as allowed under Article 5 \(b\)](#)
- (d) Up to the time of the administrative checks, the crew may freely replace the entered vehicle by another in the same group.
- (e) At the time of pre-competition *Event* scrutiny, should a vehicle not correspond in its presentation to the group in which it was entered, this vehicle may, upon the recommendation of the scrutineers, be transferred by the Stewards to a different group for which it is eligible or be refused *Entry*.
- (f) The *Entry* application will only be accepted if accompanied by the *Entry* fee in full.
- (g) The *Entry* fee will be refunded ~~in full~~:
 - (i) [In full](#) to *Competitors* whose *Entry* has not been accepted;
 - (ii) in the case of the Cross Country *Rally* not taking place [as per NCR11](#);
 - (iii) ~~other circumstances~~ [as](#) outlined in the *Supplementary Regulations* of the *Event*.

~~The Organisers will reimburse the Entry fee, minus a variable retainer, to those Competitors who were unable to present themselves at the Start of the Cross Country Rally (ie, before the end of the administrative checks) for reasons of force majeure, subject to the application for withdrawal reaching the Organisers by registered mail or electronically (eg email) by this time.~~

~~This reimbursement will take place no later than one month after the finish of the Cross Country Rally.~~

7. IDENTIFICATION

- (a) The *Organising Committee* shall supply each crew with ~~three~~ [a minimum of two](#) number plates, which may incorporate advertising, or as may be required for specific events, four sets. The number plates shall be no larger than 52cm high x 50cm wide. The supply of competition numbers shall be the responsibility of the *Event Promoter*. *Competition* numbers must comply with *Motorsport Australia Manual Technical Appendix - Schedule K*
- (b) Throughout the duration of the Cross Country *Rally*, the plates must be affixed, vertically, in a visible location on the front doors of the vehicle or as specified by the *Organiser*.
- (c) They must bear the competition number, the name of the *Event* and, where applicable, the name of the *Organiser's* main sponsor.
- (d) At any time during the Cross Country *Rally*, the absence or faulty positioning of a competition number or a plate will incur a cash penalty equivalent to 10% of the *Entry* fees. The absence or faulty positioning of the competition numbers at the same time shall be reported to the Stewards who may impose a cash penalty equivalent to 20% of the *Entry* fee.
- (e) The names of the *Driver* and their *Co-Driver/s/Navigator/s* must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be reported to the Stewards who may impose a cash penalty, on certification, equivalent to 10% of the *Entry* fee.
- (f) At any time, the chassis, engine block, which have already been marked or any other vehicle component deemed necessary, may be marked.

8. STARTING ORDER

- (a) The *Start* order may be determined by the results of a Prologue. Only one Prologue may be organised. It will be run in the form of a Selective Section, with a minimum length of 2km and a maximum length of 10km, which shall not count for the classification of the Cross Country *Rally*. The *Start* of the Prologue shall be given with a minimum interval of one minute between the crews. The *Start* order of the Prologue will be determined by the *Organiser*.
- (b) If there is a Prologue, the *Start* order in the 1st Leg involving a Selective Section shall be given in the order of the Prologue classification [from fastest to slowest with the fastest crews starting first on the road](#). Penalties imposed during the Prologue concern only the starting order. [The Start position for Crews with no or an inappropriate prologue time shall be determined by the Clerk of the Course and approved by the Stewards](#)
- (c) If there is no Prologue, the drivers will be seeded [fastest to slowest with the fastest crews starting first on the road as determined by the Clerk of the Course using a process described in the Event Supplementary Regulations or Sporting Regulations](#) and *Start* at two-minute intervals in the order of their numbers, or of an order determined by the *Organiser* and ratified by the Stewards.

- (d) From the second Leg onwards, the *Start* order shall be given in the order of the last classification of the Selective Section/s of the previous Leg **except where the Clerk of the Course deems this inappropriate and is approved by the Stewards**. The Clerk of the *Course*, when drawing up the starting order, must take into account any penalties expressed in time that a crew has incurred during the previous Leg, and must add such penalties to the time of the Selective Section/s considered for drawing up the starting order itself.
- (e) At the *Start* of each Leg, if a road section, crews must *Start* at no less than one minute intervals and no more than two minute intervals.
- (f) At the *Start* of a Selective Section crews must *Start* at not less than one-minute intervals.
- (g) Except at the sole discretion of the Clerk of the *Course* any crew reporting late for the *Start* of the Prologue or of a Leg shall be penalised at a rate of one minute for every minute of lateness. Any crew arriving more than 30 minutes late shall not be permitted to *Start*, and shall be disqualified immediately.

9. ROAD BOOK

- (a) Each crew shall receive a Road Book of instructions in the form of a route chart with tulip diagrams indicating the prescribed route and/or the compulsory Passage Control points, which they must observe on pain of penalties issued by the Stewards which may go as far as *Disqualification*:
 - (i) Accurate distances indicating both total and intermediate distances for each instruction, expressed in kilometres and accurate to 1/100th of a kilometre.
 - (ii) Advice of all Times Allowed (Road Section), Target Times (Selective Sections) and Late Time for each Leg.
 - (iii) "Tulip" diagrams indicating the features of the road and correct direction to be taken at each instruction.
 - (iv) Written instructions, which may be abbreviated, relating to the correct route to be taken and any special directions to be observed. If abbreviations are used, they shall be in accordance with a glossary contained in the front of each road book for reference.
 - (v) Advice on on-route danger points in the form of "cautions" which shall clearly identify significant hazards along the route Selective Section. Only in extreme cases will cautions be advised on Road Sections, which must be set to schedules well below maximum legal speed limits, and allowing for normal road delays, traffic lights etc.
 - (vi) A Diagram of each Bivouac Zone, identifying the boundaries of the compound.
 - (vii) Advice of any Restricted Speed Zone to be observed, which may include Restricted Speed Zones within Selective Sections, in which case, details of actual speed limits applying, which shall be monitored.
 - (viii) In "Incident Report Sheet" for use by crews to relay reports of accidents or incidents to *Organisers*.
 - (ix) A "Property Damage Report" sheet for use in case of property damage caused by competing crews along the route.
 - (x) Where required for "navigation" Selective Sections, all GPS and cartographic information that is necessary for the crew to successfully negotiate the route.
- (b) Any form of reconnaissance of the route is strictly prohibited unless specifically authorised by the *Organisers* and approved by *Motorsport Australia*. For a period of three months before and during a Cross Country *Rally*, it is prohibited for crews who are entered or likely to enter the *Event* from carrying out, or cause to have carried out, any reconnaissance of the route which could give them even a minor advantage.

The possession of route notes other than those issued by the *Organiser* is prohibited. Crews who fail to respect these bans will be subject of a penalty by the Stewards which may go as far as *Disqualification*.
- (c) The *Organiser* of a Cross Country *Rally* must guarantee to all crews entered or likely to be entered in this *Event*, that no information concerning the route has been or will be divulged to anybody other than the relevant authorities **and Event Officials** until the end of the *Event*, with the exception of the communications issued to all the crews. Failure to respect this guarantee will result in the imposition by *Motorsport Australia* of sanctions which may go as far as *Disqualification* of the *Event* from the calendar for the following year.
- (d) It is obligatory for the *Organiser* of a Cross Country *Rally* to carry out a verification of the Road Book prior to the *Event* and to provide all the crews with any resulting modifications. This duty is to be

performed by the *Organisers* "Route Set-Up" teams, who will also place all necessary route signage (arrows, caution markers, quiet zone signs, gate markers etc). Furthermore, an *Event* safety vehicle "Zero Car" shall finally check the readiness of each Selective Section within two hours of the due passage of the first competing vehicle.

- (e) The official route of the Cross Country *Rally* is that described in the Road Book as distributed to the crews.
- (f) In all cases, crews will be forbidden to stray from the official route, on pain of a penalty by the Stewards which may go as far as *Disqualification*.
- (g) The Road Book and/or maps must be made available to crews at the earliest time possible, and not more than two hours after each crew's arrival at the overnight bivouac, **or as advised in the [Event Supplementary Regulations](#)**.

10. TRAFFIC

- (a) Throughout the entire Cross Country *Rally*, the crews must strictly observe the traffic laws of the State or Territory in which the *Event* is being conducted. Any crew which does not comply with these traffic laws shall be subject to the penalties by the Stewards as set out below:
 - (i) 1st infringement: a cash penalty equal to 10% of the *Entry* fees,
 - (ii) 2nd infringement: a one-hour time penalty,
 - (iii) 3rd infringement: *Disqualification*.
- (b) In the event of an infringement of the traffic laws committed by a crew participating in the Cross Country *Rally*, the police officer/s or selectively appointed officials of the *Event* having noted the infringement must inform the offender thereof as soon as possible. Should the police or Event official decide against stopping or are unable to stop the crew, they may request the application of the penalties by the Stewards provided for, subject to the following:
 - (i) that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed;
 - (ii) that the statements are sufficiently detailed for the identity of the offending crew member to be established beyond all doubt, as well as the exact place and time of the offence, that the facts are not open to various interpretations.
- (c) It is forbidden, under pain of a penalty by the Stewards which may go as far as *Disqualification*;
 - (i) to transport a competing vehicle by any means whatsoever except by its own motive power or that of the crew, except for as allowed in Article 11 (i) of these regulations;
 - (ii) to deliberately block the passage of other vehicles, or to prevent them from overtaking.

11. ASSISTANCE / SERVICE / REPAIRS

- (a) At overnight Bivouac compounds, the servicing and repairs of the vehicles is free, but all vehicles must remain within the boundaries of the Bivouac Compound as identified in the Road Book. If a crew wishes to remove the vehicle from the Bivouac Compound for any reason whatsoever, they must receive the specific authorisation of the Clerk of the *Course* or Chief Scrutineer, and then the vehicle must be accompanied by an appointed official while ever it is outside the Bivouac Compound. Unauthorised removal of a vehicle from a Bivouac Compound will result in penalties by the Stewards of up to *Disqualification*.
- (b) Outside Assistance or servicing is banned, and is defined as a vehicle or crew receiving assistance from another person who is not officially registered with the *Organisers* to give such assistance. Regulation breaches of outside assistance/servicing will incur penalties by the Stewards up to *Disqualification* with the exception of tyre or puncture repairs.
- (c) Assistance or servicing may be received from any crew who is participating in a Cross Country *Rally*, or from registered service personnel, travelling in registered service vehicles.
- (d) *Organisers* must provide for registration of service personnel and/or service vehicles, which must be clearly identified by plates, stickers etc issued by the *Organisers*. The *Organisers* may levy a fee for service vehicles and/or service personnel participation.
- (e) The *Organisers* of a Cross Country *Rally* may impose further restrictions or provisions regarding servicing of competing vehicles. All such restrictions or provisions shall be clearly laid out in the *Supplementary Regulations* of the *Event*.

- (f) Service personnel shall be defined to include all mechanics, team managers, family, friends etc over the age of 16 years who have any association whatsoever with a crew, and who, at any stage during the Cross Country *Rally* may provide assistance or support of any kind to crews.
- (g) Service vehicles shall be defined as any vehicle used for the duration of the Cross Country *Rally* to carry service personnel and/or provide carriage of parts and/or equipment to service or repair competing vehicles. *Organisers* shall provide service vehicles with clear instructions, maps etc clearly identifying those routes which authorised for service vehicles, and the exact location of all bivouac zones, approved service zones (if applicable) and scheduled refuelling points.
- (h) Under no circumstances shall service vehicles be permitted on any Selective Sections of a Cross Country *Rally*, except after competition on the relevant Selective Section has ceased, and the Time controls closed down, and then only as a vehicle recovery measure as specifically authorised by the Clerk of the *Course*. Breaches of this regulation will lead to severe sanctions by the Stewards up to *Disqualification* of the crew associated with the service vehicle involved.
- (i) Towing or pushing of a competing vehicle by another vehicle, including an *Organiser's* vehicle is permitted, but only to clear the route, bring it back onto the road, or remove it from a position of imminent danger. Towing provisions may be extended or modified by the *Organisers*, and any such extensions or modifications shall be clearly laid out in the *Supplementary Regulations*.
- (j) Penalties shall be applied for towing in the following circumstances:
 - (i) within any Parc Fermé, other than a Selective Section *Start* / Finish Time Control Zone: by the Stewards up to *Disqualification*;
 - (ii) within the boundaries of a Selective Section / Finish Time Control Zone: by the Stewards, one-hour penalty
- (k) Service Areas: in regulations of an *Event*, the *Organisers* must give the maximum distances in kilometres between the various service areas.
- (l) The authorised fuel to be used during any *Event* is Commercial Fuel as defined in *Motorsport Australia Manual Technical Appendix - Schedule G*. The use of leaded fuel such as aviation fuel (AVGAS) is prohibited. The *Organiser* must include in the *Supplementary Regulations* for the *Event* a description of the types of fuel that will be available along the route. The maximum distance between refuel points must be advised in the *Supplementary Regulations*.

12. INSURANCE

Insurance cover in accordance with *Motorsport Australia Manual General Appendix - Appendix I* provided. For competitors, the insurance cover will come into effect at the *Start* of the Cross Country *Rally* and will cease at the finish of the Cross Country *Rally* or at the moment of retirement or *Disqualification* of a crew, except in selective cases provided for in the *Supplementary Regulations*. The insurance covers and their limits must be stated in the *Supplementary Regulations* of the *Event*.

13. ADVERTISING AND IDENTIFICATION

- (a) Competitors are permitted to affix any kind of advertising to their vehicles, provided that:
 - (i) it is permitted under the relevant *Motorsport Australia* regulations (*Motorsport Australia Manual Technical Appendix - Schedule K*) and the legislation of the country;
 - (ii) it is not likely to give offence;
 - (iii) it does not encroach upon the spaces defined below reserved for competition number plates, competition numbers and windscreen strips;
 - (iv) it does not interfere with the crew's vision through the windows.
- (b) The areas reserved by the *Organisers* for the *Event* advertising and competition numbers which may not be used by the competitors are situated on:
 - (i) An area on both front doors measuring 500mm wide x 520mm deep.
 - (ii) The foremost part of the front bonnet (in the middle) measuring 450mm wide x 250mm deep.
 - (iii) The foremost and upper part of both front mud guards or wings.
 - (iv) The *Organiser* reserves the right to put additional vehicle identification numbers on the roof and the rear of the vehicle.
 - (v) The *Organisers* will include a diagram in the *Supplementary Regulations* showing required placement of *Event* signage.

- (c) The *Organisers'* optional advertising will appear on two 50cm x 52cm (or equivalent surface area) panels to be affixed on the rear doors or wings (or equivalent location).
- (d) The crews must ensure that the advertising is properly affixed throughout the running of the Cross Country *Rally*. If compulsory or optional advertising is absent or incorrectly fixed, a penalty of 10% of the *Entry* fee may be issued by the Stewards for a first offence, and 50% of the *Entry* fee, issued by the Stewards for a repeated offence, this will be checked at the end of each leg.
- (e) If an *Organiser* wishes to impose advertisement requirements on the vehicle, the dimensions and location must be specified in the *Supplementary Regulations*, or, by means of a Bulletin approved by *Motorsport Australia* at the latest one month before the administrative checks. However, the name of an *Automobile* manufacturer cannot be associated with the name of the *Event*, nor can it appear in the advertising spaces imposed by the *Organiser* unless specifically authorised by an application to *Motorsport Australia*.

14. CREW'S TIME CARD

- (a) Time card: The official document held by each crew upon which details are recorded of their performance throughout the *Event*.
- (b) At the *Start* of the Cross Country *Rally*, crews shall be given a time card on which the times allowed to cover each road section and target times for each Selective Section shall appear respectively. This time card shall be handed in at the arrival control of each Leg and may be replaced by a new one at the *Start* of the next Leg. Each crew is solely responsible for its time card. If the time card is lost by the crew, a penalty may be imposed by the Stewards of up to 30 minutes.
- (c) Any correction or amendment made to the time card by the crew will result in a penalty imposed by the Stewards which may go as far as *Disqualification*, unless such correction or amendment has been approved in writing by the control official.
- (d) The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The control officials are the only persons allowed to enter the time onto the time card, by hand or by means of a print-out.
- (e) Crews are obliged, under pain of penalties, issued by the Stewards, which may go as far as *Disqualification*, to report to all points mentioned on their time card and have their time card endorsed by the control official in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty imposed by the Stewards, which may go as far as *Disqualification*.

15. CONTROL ZONES

- (a) All controls, i.e., time controls, *Start* and finish of Selective Sections, Passage Controls and Cross-Roads Controls (for Baja's only), will be indicated by boards as described under the relevant Control type and in Article 20 of these regulations.
- (b) All control areas, i.e., all the areas between the first yellow warning board and the final beige board are considered as Parc Fermé.
- (c) The stopping time must not exceed the time necessary for carrying out control operations.
- (d) It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Cross Country *Rally* or to re-enter a control area once checking in has taken place at this control: The Stewards may impose the following:
 - (i) 1st infringement: penalty of 30 minutes.
 - (ii) 1st repetition of the infringement: penalty of one hour.
 - (iii) 2nd repetition of the infringement: *Disqualification* or fixed penalty where this exists.
- (e) The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- (f) Control posts shall be ready to function one hour before the target time for the passage of the first crew. Unless the Clerk of the *Course* decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus *Exclusion* time, or, when the regulations of the *Event* provide for the application of the fixed penalty. The Time Controls for the *Start* and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time/s allowed preceding this control for the last classified crew.
- (g) On pain of a penalty, which may go as far as *Disqualification*, crews are obliged to follow the instructions of the official in charge of a control. Infringements will be examined by the Stewards.

following a written report by the official in charge of the control post and a suitable penalty may be applied.

16. TIME CONTROLS

- (a) At time controls, the control officials will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the control official. The clocking of the time card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table.
- (b) The crew is forbidden to stop or to drive abnormally slowly between the control *Entry* sign (first yellow warning board) and the control post.
- (c) The due check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 00:00 to 23:59 (ie, 24-hour time).
- (d) For Road Sections, a crew does not incur any penalty for early arrival if the vehicle enters the control zone during the target check-in minute, or the minute preceding it.
- (e) For Road Sections, a crew does not incur any penalty for late arrival if the vehicle enters the control zone at any time during the due minute. Eg, a crew which is due to check in at 13:58:00 will be considered on time if the vehicle enters the control zone between 13:58:00 and 13:58:59.
- (f) Any difference between the due check-in time and the actual check-in time will be penalised at a rate of one minute per minute or fraction of minute.
- (g) For the finish of Selective Sections, the finish times will be recorded in hours minutes and seconds.
- (h) At the final Time Control of each Leg, on arrival at the control immediately prior to Bivouac, crews may check in early without incurring a penalty.
- (i) Any failure on the part of a crew to observe the *Rules* of the check-in procedure defined above (and in particular the fact of entering a control zone more than one minute earlier than their due check-in time) will be recorded by the chief control official at that post and a written report will be sent to the Clerk of the *Course* who shall take whatever action is considered appropriate.
- (j) The late time/s for any Leg, or the target time for any Selective Section, or the time allowed for any road section, as defined in the road book and on the time card may be modified at any moment by the Stewards upon proposal of the Clerk of the *Course*. The crews concerned shall be informed of this decision as soon as possible. *Disqualification* from the *Event* or application of the fixed penalty for exceeding the maximum late time may only be notified at the end of a Leg.
- (k) At the *Start* of a Leg, at the point where the crews depart the Bivouac compound, a Leg *Start* Time Control will be set up, the signs for which shall be laid out as follows: (refer Article 20 of these regulations)
 - (i) yellow warning sign with clock (beginning of control zone);
 - (ii) red sign with clock (time control post);
 - (iii) beige sign with three transversal black bars (end of control zone).
- (l) A Selective Section *Start* Time Control will always follow a Road Section, and the functions of the finish of the Road Section and the *Start* of the Selective Section will be combined within one control zone, the signs of which shall be laid out as follows: (refer Article 20 of these regulations)
 - (i) Yellow warning sign with clock (beginning of control zone).
 - (ii) Red sign with clock (Time control post) after a further approx. 50 to 100m.
 - (iii) Red sign with furred flag (*Start Line* of Selective Section) after a further 30 to 50m.
 - (iv) Beige sign with three transversal black bars (end of control zone).
- (m) There must be a time gap of at least three minutes between the time of checking in to control to the due *Start* time of the Selective Section to allow the crew to prepare for the *Start*.
- (n) At the finish of a Selective Section, the finish Time Control will be twinned with the *Start* Time Control of the following Road section, the signs for which shall be laid out as follows: (refer Article 20 of these regulations)
 - (i) Yellow warning sign with chequered flag (beginning of control zone).
 - (ii) Red sign with chequered flag 100m after yellow sign (flying *Finish Line*), at which point the finish times will be recorded.

- (iii) Red sign with clock and red 'stop' sign (Time Control Post) sufficient distance to provide for safe braking and slow down before entering stop point.
- (iv) Beige sign with three transversal black bars (end of control zone).
- (o) The *Start* time for the following road section shall be taken as the finish time of the Selective Section, taken forward to the next full minute (e.g., Selective Section finish time is 10:04:45, the *Start* time for the next road section is 10:05).
- (p) At the end of Leg Time Control, immediately prior to *Entry* to the Bivouac Compound, the signage shall be set up as follows: (refer Article 20 of these regulations)
 - (i) Yellow warning sign with clock (beginning of control zone).
 - (ii) Red sign with clock (Time control point).
 - (iii) Beige sign with three transversal black bars (end of control zone, within Bivouac compound).

17. PASSAGE CONTROLS

- (a) Passage Controls may be set up at any point along the route in order to check that crews are respecting the itinerary in the road book. Passage controls may or may not be advised in the road book. Passage control signage shall be set up as follows: (refer Article 20 of these regulations)
 - (i) Yellow sign with stamp (*Start* of zone).
 - (ii) After approximately 100m, red sign with stamp (Passage Control post).
 - (iii) Finally, 100m further on, final beige sign with three transversal black stripes.
- (b) Passage controls will be closed upon the arrival of the official Sweep Car following the passage of the last competing vehicle.
- (c) The *Supplementary Regulations* must indicate the penalties for each Passage Control not recorded on the time card; these penalties may go as far as *Disqualification*.

18. SELECTIVE SECTIONS

- (a) Selective Section: Speed test in real time. Selective Sections must be run over a route exclusively reserved for the crews of the Cross Country *Rally*. This provision must be indicated in the *Supplementary Regulations* of the Cross Country *Rally*. Selective Sections are speed tests which are preceded by or combined with a time control for the *Start* of the next Leg, and followed by a time control after the flying finish.
- (b) During the Selective Sections, all members of the crew must wear a seat belt, helmet, and apparel as per Article 5 (g) and (h) of these regulations
- (c) Crews are forbidden to drive in the opposite direction on the nominated route of any Selective Section under pain of penalties issued by the Stewards which may include *Disqualification*.
- (d) At the starts of Selective Sections, when the vehicle with its crew on **board** has stopped in front of the starting control, the control official will enter the actual time of the *Start* of the vehicle in question on the time card (hour and minute), and will then countdown aloud: 30" - 15" - 10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given upon which the vehicle must *Start* immediately. A two-minute penalty shall be imposed on any crew which fails to *Start* within 20 seconds of the starting signal.
- (e) The *Start* of a Selective Section may only be delayed in relation to the scheduled starting time by the control official in a case of "force majeure".
- (f) A false *Start*, particularly one made before the control official has given the signal, shall be penalised by a minimum penalty of one minute or an increased time according to the control official's report. This penalty does not disqualify heavier penalties being imposed by the Stewards, especially if the offence is repeated.
- (g) Selective Sections will end in a flying finish, the signs being positioned as follows: (refer Article 20 of these regulations)
 - (i) Yellow chequered sign (beginning of zone).
 - (ii) After approximately 100m, red chequered sign (flying finish).
 - (iii) At a distance of 150 - 300m, two red signs (clock and STOP).
 - (iv) Finally, 100m further on, final beige sign with three transversal black stripes.
- (h) Stopping between the yellow warning sign and the STOP sign is forbidden on pain of a time penalty of two-minutes being issued by the Stewards.

- (i) Timing will be done on the *Finish Line*, Red Chequered Sign. At a distance of 150 to 300m after the finish, the crew must report to a control indicated by a red clock and a red STOP sign. The control official will enter on the time card the time of arrival (hour, minute and second) which will also be the starting time of the following Road Section (hour and minute). If several crews arrive during the same minute, the control official in charge must stagger the starting times of these crews from a minimum of one minute in the order in which they arrived. If a crew is unable to leave the *Stop zone* under their own power, **will result in a time penalty of two-minutes being issued by the Stewards**. If the crew does not stop at the STOP point to have their times recorded, a one-hour penalty shall be applied.
- (j) During a Selective Section, unless provision is made to the contrary in the *Supplementary Regulations*, any assistance is forbidden other than that of another competing crew using parts transported by a competing crew.
- (k) The starting intervals for Selective Sections must meet the same requirements as those laid down for starting Legs, except in a case of a road penalty.
- (l) Any crew refusing to *Start* in a Selective Section at the time and in the position allocated to it shall be given a penalty **by the Stewards** which may go as far as *Disqualification*.
- (m) **Interruption of a Selective Section**
When the running of a Selective Section is definitively stopped before the passage of the last crew, regardless of the reason, ~~a classification for that Section may nevertheless be obtained by attributing to all those crews who were affected by the circumstances of the interruption the lowest recorded time actually set before the competition was stopped~~ 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) This classification may be drawn up even if only one crew was able to cover the route in normal competition conditions.
 - (iv) **Where a Crew is prevented from competing on one or more Selective 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.**
 - (v) It is up to the Stewards decision alone as to whether or not to apply this measure, once Rally Control has informed them of the reasons for the interruption.
~~Should the Stewards consider the lowest recorded time actually set to be abnormal, they may choose as a reference time, from among the next four lowest recorded times set, and choose the one which they feel to be the most suitable.~~
 - (vi) Any crew which is responsible or partly responsible for the stopping of the competition cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time which they may have set, if this is greater than the calculated time attributed to the other crews.
 - (vii) In exceptional cases, for safety reasons, the Clerk of the Course may interrupt a Selective Section at the Control and then crews may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.

19. REGROUPINGS


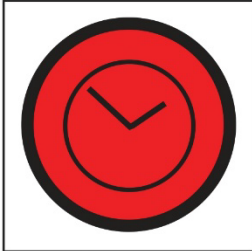
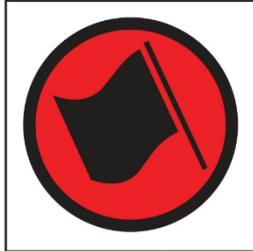
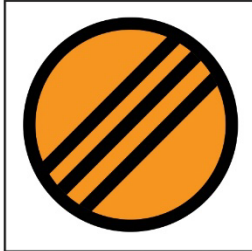
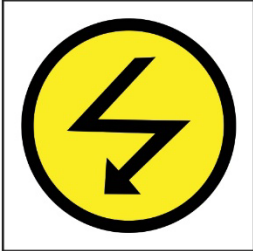
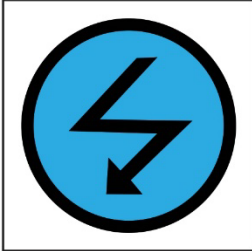
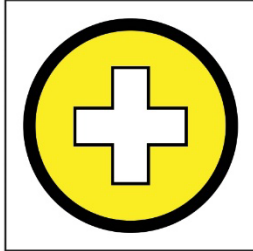
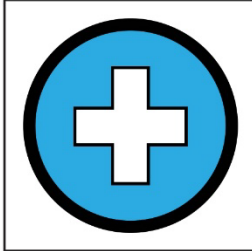

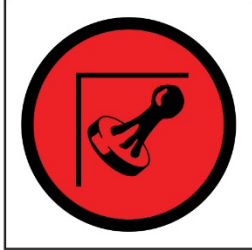
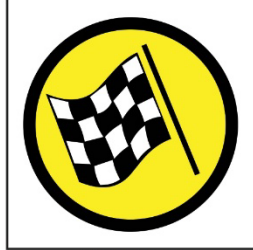

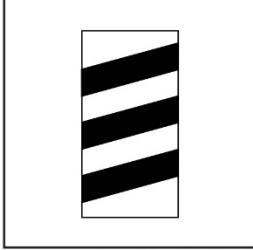
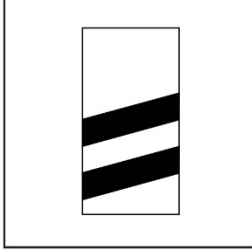
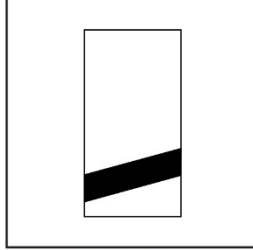



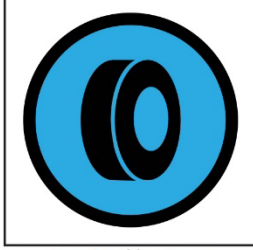
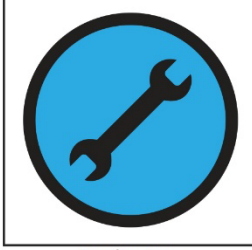
- (a) Regrouping: This is a stop in the *Event* scheduled by the *Organisers* to enable the timetabled times to be met on the one hand, and on the other, and/or to regroup the crews still in the *Event*. The stopping time may vary according to the crews.
- (b) The purpose of these regroupings will be to reduce the intervals that may occur between crews as a result of late arrivals and/or retirements.
- (c) On arrival at these regroupings, crews will hand the control official their time card. At which time the crews will receive their restart time. Crews must then drive their vehicle immediately and directly to the re-group area. The starting order shall be the same as of their arrival at the in control.
- (d) For safety reasons, on the recommendation of the Clerk of the *Course*, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end of Leg control (Note: for a Selective Section, the time control is twinned with the end of Selective Section control), where the times recorded will serve to establish the classification of the Leg.

- (e) On the decision of the Clerk of the *Course*, this Leg may or may not be continued, neutralised, in convoy, and be or not be under the *Parc Fermé Rules*

20. SIGNPOSTING OF CONTROLS

RECOMMENDED CROSS COUNTRY RALLY CONTROL SIGNS

Note: Recommended size of each sign is 70cm

			
Time Control (Boundary)	Time Control (Actual)	Selective Section Start	End of Control Boundary
			
SOS Radio Point Warning	SOS Radio Point	Medical Assistance Point Warning	Medical Assistance Point
			
Passage Control Warning	Passage Control Actual	Flying Finish Warning	Flying Finish Actual
			
3, 2, 1 Warning Boards, spaced evenly between Flying Finish and Stop Control, Note: Recommended size is 600mmx 450mm			
			
Refuel Zone - Start	Refuel Zone - End	Tyre Marking Zone	Service Area

21. PARC FERMÉ / IMPOUNDS

- (a) PARC FERMÉ Zone in which no repairs or intervention is possible, except in the cases expressly provided for by these *Standing Regulations*.
- (b) Competing vehicles shall be subject to the Parc Fermé *Rules* (all repairs and refuelling forbidden – starting the car with the help of towing or pushing from another crew still competing shall be penalised by one minute):
 - (i) from the moment they enter a starting area, a regrouping zone or an end of Leg, until they leave one of these, if these exist;
 - (ii) from the moment they enter a control area until they leave it;
 - (iii) from as soon as they reach the end of the Cross Country *Rally* and at least until the time for lodging protests has expired.
- (c) Any infringement of the Parc Fermé regulations shall result in a minimum penalty, issued by the Stewards, of one hour and can go as far as *Disqualification*.
- (d) Before the exit from all the Parc Fermé or at the *Start* of any Leg, if it is considered a vehicle does not comply with road regulations or general road worthiness a scrutineer of the Cross Country *Rally* should inspect such a vehicle and if the vehicle is deemed to be un-roadworthy the scrutineer will then report to the Clerk of the *Course* who may instruct repairs to the vehicle to be undertaken as required before continuing in the competition.
- (e) In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives more than 30 minutes late will be disqualified from the *Event* (see Article 8.f).
- (f) As soon as a crew places their vehicle in the Parc Fermé, that crew must leave the Parc Fermé immediately and no member of the crew will be allowed to re-enter it.
- (g) By way of exception, and on the responsibility of an official, the crew may, while in the Parc Fermé at the *Start*, regrouping zone or end of Leg:
 - (i) change one or two punctured or damaged tyres using the equipment on board;
 - (ii) have a new windscreen fitted, with the possibility of having outside help only with the agreement of the Clerk of the *Course*.
- (h) These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.
- (i) In order to remove their vehicle from a Parc Fermé for the *Start*, regrouping stop or end of Leg, the crew shall be allowed to enter the Parc Fermé 10 minutes before their starting time.
- (j) Inside the Parc Fermé, the engine may be started by means of an external battery, which cannot then be taken on board the vehicle.
- (k) IMPOUNDS: An impound is an area in which the competing vehicles are placed and may be serviced or repaired.
- (l) Only registered crew or service members may carry out any such operations. Crew members may assist other crews in such operations.

NOTE: If a competing vehicle has withdrawn from the *Event* the entire crew is ineligible to assist on any other competing vehicle.
- (m) No competition vehicle may be removed from the impound area unless:
 - (i) permission has been granted by the Clerk of the *Course* and the vehicle is accompanied by an official of the *Event*;
 - (ii) it is to proceed to the Time Control to commence the next portion of the *Event*.
- (n) Any breach of the impound regulations can incur a penalty issued by the Stewards of up to *Disqualification*.

22. ADMINISTRATIVE CHECKS AND SCRUTINEERING

- (a) All crews taking part in the Cross Country *Rally* must arrive at scrutineering and/or administrative checks with all crew members, car and all relevant documentation in accordance with the timetable of the *Rally*.
- (b) Any crew reporting to the scrutiny area and/or administrative checks outside the time limits prescribed in the *Supplementary Regulations* of the *Event* will not be allowed to *Start*, except in a case of force majeure duly recognised as such by the Stewards.
- (c) The administrative checks will consist of checking the documents mentioned in the *Supplementary Regulations* of the *Event*:
 - (i) competition licences, *Driver* and *Co-Driver/Navigator, Competitor*;
 - (ii) civil driving *Licence*;
 - (iii) vehicle registration papers;
 - (iv) vehicle log book.
- (d) Only those crews who have passed the administrative checks may present themselves, with their vehicle, including competition numbers and all equipment, to scrutineering, which is to be of a completely general nature of the make and model of the vehicle, and to be apparent conformity with the group in which it is entered and conformity of the safety items. After scrutiny, if a vehicle is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline by which the vehicle must be made to comply.
- (e) No vehicle will be allowed to *Start* unless it complies with all of the *Motorsport Australia* safety regulations as set out in the *Motorsport Australia Manual*.
- (f) Additional checking of the crew members as well as of the vehicle may be carried out at any time during the Cross Country *Rally*. At all times during the Cross Country *Rally*, crews are responsible for the technical conformity of their vehicle. The fact of presenting a vehicle for scrutiny is considered as an implicit statement of conformity.
- (g) Should new identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the Cross Country *Rally*. Should these marks be missing, the vehicle will be disqualified from the Cross Country *Rally*. For any infringement of this regulation the crews concerned must be notified in writing.
- (h) Any fraud discovered, and in particular the fact of presenting identification marks which have been tampered with, will result in the *Disqualification* by the Stewards of the crew, as well as that of any *Competitor* or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority to which the crew or accomplice belongs may be asked to impose heavier sanctions.
- (i) Thorough scrutiny involving the dismantling of the vehicle for the crews in the first places of the general classification and in each group and category and possibly for any other crew, may be carried out at the absolute discretion of the Stewards ex officio or following a protest or upon the decision of the Clerk of the *Course*.

23. PROTESTS – APPEALS

- (a) All protests shall be lodged in accordance with the *NCR* in the *Motorsport Australia Manual*. They must be lodged in writing and handed to the Clerk of the *Course* together with the appropriate fee which shall not be returned if the protest is judged unfounded.
- (b) If the protest requires the dismantling and the re-assembly of different parts of a vehicle, refer *NCR* in the *Motorsport Australia Manual*.
- (c) The *Competitor* may lodge an appeal against decisions given, in accordance with the *NCR* in the *Motorsport Australia Manual*.

24. CLASSIFICATIONS

- (a) The Clerk of the *Course* bears the responsibility for timekeeping.
- (b) Penalties should be set for arriving late for the pre-*Event* checks, according to the timetable drawn up by the *Organiser*. Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in the Selective Sections and the penalties (incurred during the Road Sections) and other penalties expressed in time.

- (c) The crew with the lowest total time, including any penalties, shall be proclaimed the overall winner, the next lowest, second, and so on. The group and category results shall be determined on the same basis.
- (d) In the *Event* of a dead heat, the crew which accomplished the best time for the 1st Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the 2nd, 3rd etc. Selective Sections shall be taken into consideration. Except for the Legs and Prologue where no Selective Section has been run, the winner will then be determined according to the order of starting numbers. This rule may be applied at any time during the Cross Country *Rally*.
- (e) For Bajas: dead heats shall be decided according to the times achieved in the Prologue, and then by the order of the numbers.
- (f) The official results of the Cross Country *Rally* shall be posted on the official notice board at the latest two hours after the last vehicle finishes or as advised in the *Supplementary Regulations*.

25. PENALTIES

Any failure to comply with these regulations where the penalties are not mentioned will be recorded in a report to the Clerk of the *Course*, and the Stewards will decide what penalty to impose.