

# **NSW TOURING CODE**

## **(PROVISIONAL)**

### **INCORPORATING NSW STANDING BULLETIN 1**

The NSW Standing Bulletin 1 amendments (*in italics*) to the Touring Code are adopted as standard practice in NSW Touring Events. Clauses removed from the Touring Code by NSW Standing Bulletin 1 have been struck through.

### **For Touring Assemblies in NSW**

Adopted as a provisional Code for 12 months on 17<sup>th</sup> October 2015

**This Code is based on the National Rally Code January (2015) of the CAMS.**

# **Touring Code**

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## Chapter TC1 INTRODUCTION

Welcome to the regulations for what we used to call car trials, now touring events – the Touring Code.

Regulations may not be the sort of document to which you normally are welcomed. We could say that they are a “necessary evil”, but that would be under-selling them.

Touring events are a complex undertaking, both for competitors and event organisers. Irrespective of whether you are navigator or driver, they depend on your navigation skills not just for your success but also for your enjoyment. Like any sport, you need to know the rules of the game to succeed and to enjoy yourself. The Touring Code provides the rules of the game.

In addition, our touring events take place on open roads, where you may encounter oncoming traffic, cars travelling in the same direction, farm stock, wildlife and challenging road alignments and surface conditions. So safety is a prime consideration for us all. Again, the Touring Code plays a key role here.

It is absolutely essential that you understand that these are not races and are held under very different conditions to forest rallies and tarmac rallies with which you may be familiar. Races and rallies are held on race tracks and closed roads; roads that have been closed to the general public. If you damage your car or, worse, yourself, assistance is close at hand. If you make a similar mistake on these events, you are on your own, possibly out of range of mobile phone coverage, dependent on your own resources, and you may be a long way from anywhere. Assistance may well be hours away.

This represents the adventure of touring events, which are the closest we can get to the trials of old – the adventure of yesteryear which is missing from current-day forest rallies. Our events offer you some of the adventure of the trials of the past, the intellectual challenge of navigation (without GPS), an unexpected demand on teamwork between navigator and driver, and enduring demand on your good judgement. When you get to the end, you will have achieved something special – win or lose.

We have structured this Code so that it is as helpful as possible. In the following chapters, we explain firstly the definitions that underpin the whole Touring Code, then navigation rules, driving rules, control procedures, and scoring and results.

There is also a chapter on event organisation and in that there are rules that crews should read as they refer to what the organisers will do for you prior to and during the event when certain situations arise.

References to NRC Rules are shown in square brackets.

We wish to record our appreciation of the Confederation of Australian Motorsport (CAMS), whose National Rally Code provided much of the material in this Touring Code. Ownership of this Touring Code will be offered to CAMS in recognition of its copyright over the National Rally Code.

**DEFINITIONS**

**Briefing:** A meeting for competitors and/or officials which may be called by the organisers to give general information relating to the event, allot starting time, the display of boards to be used during the event etc. Any alteration to Regulations or Route Instructions issued at the Briefing must be in written form.

**Bulletins:** Further regulations issued after the publication of Supplementary Regulations.

**Checker:** A person appointed to check and traverse the intended route prior to the event and compare it with the route instructions to be issued to crews, to point out any errors or ambiguities to the Clerk of the Course of the event for rectification, and to ensure that the route is fair, passable, safe and in accord with current regulations and best practices. The Checker may also have authority to check and oversee organisational aspects of the event. (The specific authority of the Checker is available from each State Office.)

**Competitor:** ~~A holder of a Competition Licence being the bona fide owner of the vehicle and authorised entity to enter the vehicle in the event.~~ \*A person or body who holds a competitor's licence acceptable to CAMS and who has entered a competition. (NCR 43)

**Control:** A defined, marked area manned by Control Officials where relevant data of each vehicle's performance are recorded. Controls may be either,

**Major Control:** A control located at the start or finish of a Section or Division.

**Passage control:** A Control located between Major Controls to verify observance of the specified route and/or compliance with the Regulations.

**Control Card:** The duplicate record of all crews' performances at each control which is retained by the control official.

**Control Official/s:** The person/s manning a control for the purpose of recording data relevant to the performance of crews and relaying instructions to crews. A control official is a "Judge of Fact" with respect to matters relating to any performance of a vehicle and/or crew occurring within the vicinity of his control.

**Co-ordinator:** An official who may be appointed by a relevant State Council whose duties include the maintenance of route records for past events, advising on organisation aspects, and liaison with municipal authorities, Government bodies etc. The co-ordinator may have overall responsibility or may be restricted to specific matters by the relevant State Council.

**Crew:** Those people nominated by the Competitor (formerly Entrant) and accepted by the organisers to compete in the entered vehicle (Refer NCR 44 and 45).

**Division:** A selected group of consecutive Sections.

**Documentation:** The following are deemed as part of Event Documentation or documents of the event: Entry Form, Scrutiny Sheets Supplementary Regulations, Further Supplementary Regulations, Bulletins, Route Instructions, Maps and/or Road Books. Other information, advisory information and details of social events have no standing as documentation in these rules or the conduct of the event.

**Finisher:** A crew which finishes an event and so becomes eligible for appropriate placings and awards.

**Judge of Fact:** Official whose duties are to report to the Clerk of Course on designated facts of performance of competing vehicles in an event. The officials and the facts on which they are to report must be specified in the Supplementary Regulations for the event.

**Map References:** Locations on the official map which may be grid references or obvious mapped features that can be referred to in the Route Instructions.

**Observation:** Information to be collected by crews at a specified via location or route instruction.

**Official Maps:** Those maps specified by the organisers as being necessary for interpretation of Route Instructions and other directions.

**Permit:** Document issued by CAMS by which CAMS' permission to conduct an event is confirmed.

**Public and Private property:** The following definition is for the express purpose of identifying property that if damaged by a competitor needs to be reported on in accordance with these regulations.

Any physical object or objects that have been grown, built, kept or placed by parties other than the organisers of the event and shall include but is not limited to culverts, bridges, fences, posts, sign posts, gates, livestock and/or crops.

**Quiet Zone:** Part of a Section where vehicles must travel so as to be as inconspicuous as possible and not draw the attention of, or create any nuisance to, the public.

**Road Card:** The official document held by each crew upon which is recorded details of their performance throughout the event.

**Route Chart** (see Route Instructions): A listing of consecutive odometer readings with corresponding instructions using:

(i) cumulative distance - odometer readings representing the distance between the start of the route chart and the relevant instructions, and/or

(ii) intermediate distances - odometer readings representing the distance between consecutive instructions.

**Route Instructions:** Data issued to crews from which the course is derived, which may be in one or more of the following forms: route chart, tulip diagram, strip chart, the centre of a letter underlined in a word (e.g. **Canberra**: where the letter is underlined and bold.), grid reference, description of the roads shown on the map, 'within 1 km of a specified feature' or map references in any other form permitted by the regulations for the event.

Information to derive the course shall be taken from documents in the following order of precedence:

1. Written alterations to the Route Instructions advised during the course of the event.
2. Route Instructions.
3. Bulletins in reverse order of issue.
4. Supplementary Regulations

**Section:** The portion of the route between two successive Major Controls.

**Shortest Mapped Route:** This is the route that is the shortest determined from the map(s). It may be either the shortest mapped route point to point, or the shortest mapped route overall.

**Strip Chart** (also known as Herringbone): A diagrammatic representation where the required course is shown as the centre trunk of the chart and other roads are shown as branches. The distance between successive branches must be indicated when the chart represents unmapped roads.

**Supplementary Regulations:** A compulsory official document approved by CAMS and issued by the organiser of a sporting competition with the object of specifying the details of the competition

**Team:** A group of vehicles and/or crews which may be required to satisfy special conditions to qualify for awards as specified by Supplementary Regulations.

**Tulip Diagram:** A diagrammatic representation of the location at an appropriate odometer reading.

**Via (aka specified location):** A feature, location or Route Chart on the route to be visited and as such must be explicitly specified in route instructions.



**Introduction**

*Reference should be made to the several definitions relating to Route Instructions contained in Sec 2 including route chart, strip chart and map references when considering the rules in this section.*

**3.1 COURSE INTERPRETATION**

~~3.1.1 The correct course is that which complies with the issued Route Instructions taken in order and shall in no circumstances require competitors to travel in opposing directions except as allowed in Reg 7.5.~~

- i) The route to be followed is that derived from the Route Instructions, interpreted from the information given the Touring Code and Supplementary Regulations and other event Documentation.*
- ii) No course shall be derived that will require vehicles to travel in an opposing direction to that already used in that Division unless specifically stated.*

3.1.2 Each Section is a separate entity. The instructions, limitations etc, of any Section are irrelevant to all other sections, unless specifically issued for a Division or multiple Sections and except for those restrictions included under "Chapter 5 Controls".

3.1.3 Whether mapped or unmapped the route to be followed between Major Controls and through specified locations is optional unless explicitly specified otherwise (e.g. shortest mapped route) in Route Instructions. The order of passing through specified locations within a section is similarly optional.

3.1.4 A crew is deemed to have completed a section when, having departed from the major control at the start of the section, they arrive at the Major Control at the end of the Section for the first time.

3.1.5 A Route Instruction to travel Via a specified road shall be interpreted as a requirement to proceed along part of that road. If the requirement is to proceed along a specific part, or the full length, of that road then such requirement must be explicit. Crossing a road will not be interpreted as travelling Via that road.

3.1.6 Entry to Controls or Via points shall be along mapped roads unless otherwise specified in Route Instructions.

**3.2 ROUTE INSTRUCTIONS**

3.2.1 Route Instructions may be issued at any control. The location of all Major Controls in a Division shall be issued at or prior to the start of that Division.

3.2.2 No competitor shall be required to depart a Control at which any new instructions are issued within 2 minutes of receiving those instructions.

3.2.3 Where Route Instructions for a group or groups of Sections are issued simultaneously, the number of pages issued must be nominated in those instructions. It is the responsibility of crews to obtain such Documents and no allowances will be made should a competitor neglect to obtain Route Instructions, parts thereof, or Road Card.

3.2.4 Where a section extends onto more than one page, all pages should show Division and Section identification prominently on each page of the road book or Route Instructions and are to be sequentially numbered.

3.2.5 Should it be required that crews leave a Control in a specific direction, that instruction must be first amongst the "Via" instructions for that section.

3.2.6 The route instructions for each section should list:

Division identifier

Section number

Section name (if any)

Official maps

Control location

An indication of the approximate length of the section.

The distances to refuelling should be advised at least on a daily basis

3.2.7 All alterations to the Route Instructions must be in writing. A copy of such alterations must be exhibited to or given to each competing crew which will be required to sign acknowledgement of receipt of the information.

3.2.8

*Direction information.*

*i) A 'Z' Board will be placed on any part of the course where a change in the instructions is prescribed by the Director and shall specifically be placed where the prescribed course is impassable.*

*ii) Direction information that will relate to each 'Z' Board shall be included as part of the Event Documentation. Any re-directional instruction to avoid an Out of Bounds or an obstruction shall be interpreted as requiring a course to be selected to the next specified point (via or control) unless the re-direction includes the instruction to 're-join the course at a certain point or other contrary direction'*

### **3.3 CAUTIONS**

3.3.1 The director may identify hazards along the course that are considered as appropriate to be drawn to the attention of competitors either by words in the instructions and or signage on the ground. These shall be called 'CAUTIONS'

Refer to the disclaimer on the entry form when using the following information.

Wherever the word "Caution" is used in an instruction, its degree shall be indicated by the use of exclamation marks.

3.3.2 One exclamation mark (!) indicates a hazard where no significant reduction in speed is required but where difficulty might be encountered if crews were unaware of the hazard. It is not necessary to use the instruction "caution" with this indication.

3.3.3 Two exclamation marks (!! ) indicate a situation where damage to a vehicle or crew could result from negotiating the hazard at speed. This indication shall be used in conjunction with the instruction “caution”.

3.3.4 Three exclamation marks (!!! ) indicate a severe hazard which cannot be negotiated without a significant reduction in speed. This indication shall be used in conjunction with the instruction “extreme caution”.

3.3.5 Whenever exclamation marks are used in a diagram, the instruction must describe the hazard.

3.3.6 Whenever two or three exclamation marks are used in the instructions the hazard must be marked on the course by caution boards displaying the same symbols

### 3.4 ABBREVIATIONS

The following abbreviations taken in context may be used in route instructions.

BL	bear left
BR	bear right.
E	east
EOS	end of section
<i>FCOR</i>	<i>free choice of road</i>
FMR	follow main road
<i>GL</i>	<i>grid line</i>
<i>GS</i>	<i>grid square</i>
GR	grid reference
KL	keep left
km	kilometre
km/h	kilometres per hour
KR	keep right
N	north
OOB	out of bounds
<i>RA</i>	<i>roundabout</i>
RD	road
RGL	road goes left
RGR	road goes right
RJ	road junction
<i>RS</i>	<i>railway station</i>
<i>RW</i>	<i>railway line</i>
S	south
<i>SMR</i>	<i>shortest mapped route</i>
SO	straight on
SP	sign post
THL	turn hard left
THR	turn hard right
TJ	<i>Tee Junction where the RJ is to be entered from the stem of the Tee.</i>
TL	turn left
TR	turn right
TVHL	turn very hard left
TVHR	turn very hard right
UM	unmapped
W	west
XR	cross-road

#### Notes:

3.4.1 “Caution”, “Proceed with Caution” and “Railway Crossing” must not be abbreviated.

3.4.2 “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 where the change of direction is less than 90°. The use of the word “Veer” as an instruction is not permitted.

### **3.5 MAPS**

3.5.1 The Official Maps for an event must either be nominated and fully identified in Event Documentation, or be supplied by the organisers of the event. *Where parts or excerpts of maps are supplied by the organisers then the origin, original date of issue, legend and scale for the map shall also be given.*

3.5.2 For the purposes of an event all places, intersections, roads and other features named or described in route instructions will be deemed to exist as shown on the official maps regardless of their existence or otherwise in fact. *Where a road shown on a map is intercepted by any name or map symbol then it shall be deemed to join up as a mapped road.*

3.5.3 If points which appear on more than one Official Map are named or described in Route Instructions then the intended map must be expressly identified for these points or a priority of maps designated.

3.5.4 Organisers will not be responsible for any inaccuracies or omissions on maps.

3.5.5 Where Route Instructions seek to specify any point on a map, then that point must be specified with respect to features which are identifiable on that map, e.g.

- (a) “Creek Crossing GR731028”, not merely “GR731028”
- (b) “RD400 metres N of RJ GR675504”, not “GR675508”.

#### **3.5.6**

- i. If road junctions, re-alignments, unmapped roads and similar navigational hazards are located such that they are not more than 2mm apart on the map, or using the scale of the map an equivalent distance on the ground, some identification or clarification of the direction intended to be taken must be given (e.g., 2mm for a 1:100,000 map equals 200 metres, 2mm for a 1:250,000 map equals 500 metres).
- ii. *Adequate identification or clarification (as required in TC 3.5.6) of a road, road junction or location shall be deemed to be given where the angles and/or bends and/or number of roads and/or orientation and/or topographical features are similar to a road, road junction or location on the ground.*

#### **3.5.7**

*Free Choice Of Road.*

- i) *Where the Clerk of Course considers that reasonable positive identification of the mapped roads may not be possible then that segment of route will be identified as ‘Free choice of road’.*
- ii) *Any check of course that is done on a ‘Free Choice of Road’ segment, by way of Passage Controls (manned or unmanned) or Questions shall be done on the obvious course re-alignments ignored.*

- iii) *Access roads no longer than 500 metres long, that link sections of mapped roads that have been intercepted by unmapped roads are deemed to be 'Free choice of road'*

### 3.5.8 Banned Equipment

*Use of any device that uses Global Positioning technology to show a location on the surface of the earth or to give information that a location can be derived and/or contains electronically stored maps is banned.*

*The use of a mobile phone or radio transmitter, except in case of emergency, is also banned*

## 3.6 SHORTEST MAPPED ROUTE

3.6.1 Specification of Shortest Mapped Route shall be taken to mean "point-to-point" unless "Shortest Mapped Route overall" is specified.

3.6.2 Shortest Mapped Route overall is that mapped route which is shortest from start to finish of a section and which passes through all given vias without using any portion of the route in opposing directions. Vias will not necessarily be passed through in the same order as that given in route instructions.

3.6.3 Shortest Mapped Route 'point-to-point' is that route which derives from travelling the Shortest Mapped Route between each successive via of a Section in the order listed in Route Instructions without using any portion of the Section in opposing directions ~~and with no single location so specified to be visited more than once.~~ *A location identified as a via may be re-visited but only after first visiting it as the via.*

Penalties may be applied for visiting a 'via' more than 'once' as specified as the 'via' has the same status as an OOB prior to and after the single visit as a 'via'.

3.6.4 Shortest Mapped Route of either type may be specified for an entire section or for portion or portions of a section.

### 3.6.5

i) Where the Official Map for the section shows printed distances on all the roads to be traversed, the correct route is to be identified only by comparison of those distances.

ii) If measuring aids are necessary to determine the shortest mapped route between any two points and the length of any alternative course is less than 1 km or 5% different from the correct course (whichever is the greater), then additional information shall be given to determine the correct course.

### 3.6.6 Identification of the Course between Vias

*Where it is required that competitors derive a course between 'vias' that visit other points, then it shall be permitted to visit these other points in any order, while deriving the SMR between the vias unless the instruction to visit the additional points requires them to be visited in sequence by the use of the words 'then' and/or 'followed by' between the points.*

### 3.6.7

- i) *Where mapped roads only are to be used then Unmapped Roads may only be used if deemed as 'mapped' for that Division or other specified segment of the event.*
- ii) *Unmapped roads shall be deemed as 'mapped' roads where two extremities of an unmapped road are identified in the route instructions.*

### **3.7 TULIP DIAGRAMS**

Where tulip diagrams are used, they shall appear in an area generally not less than 20mm x 26mm and which would normally show:

1. the route to be followed, by arrows
- ~~2. the entry direction vertically upwards;~~
- ~~3. the relative width of roads by the thickness of the lines in the diagram;~~
4. significant lesser quality roads or transfers from sealed to gravel roads (or vice versa) by use of dotted lines;
- ~~5. the location of hazards, signposts, course markers and controls; and~~
6. *if applicable*, the degree of any hazard by the use of exclamation marks (!)

### **3.8 OUT OF BOUNDS**

In all instances where "Out of Bounds" instructions are included in Route Instructions, the following shall apply:

3.8.1 Points, roads or areas specified as "Out of Bounds" may not be entered, crossed or traversed, unless Route Instructions specifically allow otherwise.

3.8.2 If a road is specified as being "Out of Bounds" between two points, crews may cross through, or turn off at these end points.

3.8.3 Unless the Supplementary Regulations specify otherwise then the OOBs shall apply for the whole event.

## **Introduction**

We are on display continually when participating in events on the public roads and the very future of this form of sport depends very much in part on the behaviour of participants. At times it may be necessary to be **conservative** in our observation of the Traffic Regulations where the public are taking a more **liberal** view.

Clubs conducting touring events on the public roads should avoid using the built up areas for anything except the simple and moderate navigation parts of their events and drivers encountering situations when there are unexpected congregations of the public should be doubly mindful of their behaviour.

Crews should be mindful of the fact that any obstruction of the roadway will draw unfavourable attention to our sport.

## **4.1 TRAFFIC REGULATIONS**

4.1.1 Drivers must comply with all relevant traffic regulations at all times, paying particular attention to obstruction of other vehicles, noise and legal speed limits.

4.1.2 Traffic regulations at all times take precedence over Event Documentation. This includes all circumstances where traffic regulations are more limiting than the corresponding CAMS requirements.

## **4.2 URBAN AREAS AND QUIET ZONES**

4.2.1 During some sections crews may be specifically instructed to drive slowly, or quietly, or with some other constraint within or throughout the sections. Properly observed breach of such an instruction renders offending crews liable to penalty for acting in a manner detrimental to the interest of the sport.

4.2.2 **For passage through a specific “Quiet Zone” crews must not exceed 60 km/h and must drive with not more than two lamps on dipped beam unless otherwise specified, and with minimum noise.** Properly observed breach of any of these requirements renders crews liable to penalty as outlined under the General Scale of Penalties.

4.2.3 Officials may be appointed in any road event to measure the speed or noise of competing vehicles or compliance with specified speed limits. These Officials will be Judges of Fact and must be equipped with a suitable meter approved by CAMS. Crews exceeding properly advised speed or noise limits or otherwise creating a public nuisance

will be subject to penalty as outlined in the General Scale of Penalties. In recording speeds, decimals and fractions will be disregarded.

4.2.4 The commencement and conclusion of restricted speed or Quiet Zones should be at some easily identifiable feature such as an intersection or existing road sign or otherwise identified with signage the nature of which must be promulgated.

### **4.3 PUBLIC AND PRIVATE PROPERTY**

Any damage to public or private property must be reported to the next major control visited by the crew responsible.

### **4.4 “DETOUR” AND ‘ROAD CLOSED” SIGNS**

“Detour”, “Road Closed” and similar signs erected by governmental authorities must be obeyed and the correct route re-joined at the first opportunity **unless** event documentation specifically advise that the sign is to be ignored.

### **4.5 RE-JOINING EVENTS AND RETIREMENT**

4.5.1 Crews retiring from an event shall endeavour to notify a control official of that fact. Having retired, Crews may not re-join the event.

4.5.2 Unless precluded in the Supplementary Regulations, any car which is temporarily unable to continue the route for any reason will be able to re-join the event at a subsequent Division Start, provided that the following conditions are met:

- (a) the Crew advise the Clerk of Course of their intention to re-join the event
- (b) the vehicle is inspected by a Scrutineer who subsequently authorises the vehicle to re-join
- (c) the vehicle re-joins prior to the passage of the Sweep Vehicle.

4.5.3 Crews may re-join at the final Control of a Division providing that the vehicle is under its own power and that normal Control procedures are followed.

### **4.6 VEHICLE CHANGE**

If a vehicle participating in an event is unable to continue for whatever reason, then such may be replaced for the residue of the event subject to it passing the appropriate vehicle inspection designated by the Supplementary Regulations.



## Chapter TC5 CONTROL PROCEDURES

### **Introduction**

*As the name "control" implies, control points play a key role in touring events, since these are the locations where performance is often judged, and also recorded. Therefore it is essential for crews to understand the processes that apply at these locations. Reference should be made to the definitions section on this topic.*

### **5.1 CONTROLS**

5.1.1 There may be two types of Controls, Major Controls and Passage Controls.

5.1.2 ~~Major Controls are located at the start and finish of Sections and Divisions and Passage Controls are located wherever the organisers wish to check that the correct course is being followed. Major controls will be identified by signs displaying a red 'M' on a white board. If the Major Control is unmanned then an alpha and/or numeric identifier will also be displayed on the control board. The location of major controls will be notified in the route instructions.~~

5.1.3 *Passage controls may be located anywhere along the correct or incorrect route. A manned Passage Control will be identified by a red 'P' on a white board. There may be of two different types of unmanned Passage Controls: a Visual Route Check or a Z Board.*

(i) *A Visual Route Check (VRC) is identified by a white board with a large red 'P' and additional alpha / numeric identifiers in either red or black colour or other form as may be identified in the Supplementary Regulations and displayed at the briefing at the start of the event.*

(ii) *A Direction Board (Z Board) is identified by a white board with a large black 'Z' with additional black alpha/numeric identifiers*

*Directional and/or re-directional instructions relating to that specific board will be given in the Route Instructions.*

*Competitors should travel very slowly and with caution if returning to the main road after encountering a Z board as they may encounter approaching traffic.*

### **5.2 CONTROL MARKERS**

5.2.1 A sample of the form of the boards or marker/s to be used in an event must be displayed at the start and may also be defined in Event Documentation. [4.2 (ii)]

5.2.2 Any Crew which removes, alters, obstructs or otherwise wilfully interferes with a properly posted course marker will be liable to be excluded from the results without prejudice and may be to such further penalty as may be imposed by CAMS.

5.2.3 There are several kinds of control markers which may be used:

- (a) a board which denotes the control boundary on the correct direction of entry to Control;
- (b) a green light (if the control is operational between sunset and sunrise) or flag or board which may be used to identify the control official's location; and
- (c) a board which marks the start point for the next section. [4.2 (i)]

### **5.3 CONTROL OPENING AND CLOSING**

5.3.1 Controls shall open not earlier than one hour before, nor later than, the time that has been planned for the arrival of the first car of the field.

5.3.2 Controls shall remain open until closed by the departure of the control official in accordance with procedures outlined in the Event Documentation.

### **5.4 PROCEDURE AT CONTROLS (GENERAL)**

5.4.1 The Control Official has authority over all activities within his control area. No Crew member may disobey the reasonable request of a Control Official.

5.4.2 Unless otherwise instructed in Event Documentation, Crews must present their Road Card to an Official whenever they pass through a Control, regardless of whether or not they are competing on the Section to which the Control applies and regardless of from which direction they may have arrived.

5.4.3 ~~The procedures to be adopted when unmanned controls are encountered shall be detailed in Event Documentation. The Documentation may make some provision for recording information in respect of the control. To evidence reporting at unmanned controls the competitor should record on the Road Card, the alpha and/or numeric identifiers shown on the board displayed. Where the board is an 'M' or a 'Z' then that letter (M or Z) shall also be recorded. (i.e. M25 or Z2)~~

5.4.4 No Crew may, within sight of a correctly positioned control official, deviate from made or mapped roads in order to enter control from the specified direction.

### **5.5 PROCEDURE AT MAJOR CONTROLS**

5.5.1 A Crew which reports to a Major Control at the end of a Section subsequent to the one on which they are competing, may elect to continue the original Section or may elect to book into that Control and commence the Section starting from the Control

5.5.2 Crews shall be deemed to have finished a section when:

- (a) their vehicle passes a control boundary; or
- (b) a member of the crew presents the road card to the control official at that control.

5.5.3 Crews may elect to stop their vehicles outside a control area provided that they do not, in the opinion of the Control Official, obstruct traffic. At night, parking and tail lamps shall be left on. In the interests of safety, control officials may require vehicles to enter control promptly.

5.5.4 A Crew member may enter the Control on foot and may remain in the Control area until the vehicle enters. *Any competitor seen by a Control official in the normal course of their duties, on a route other than the correct route shall be noted to have entered that Control from the wrong direction.*

5.5.5 All vehicles must enter Control under their own motive power and in the presence of all Crew members.

## **5.6 CONTROL AREA BOUNDARIES**

5.6.1 If the location is specified as a junction, intersection or road, then the Control area shall be the whole area within the fence lines for a distance of approximately 50m from the specified location.

5.6.2 The Control boundary on the correct direction of approach must be identified by an approved Control marker. It is permissible for additional markers to be located facing any other direction, and where used these shall also be deemed to identify the control boundary.

5.6.3 If Route Instructions for the next Section specify an exit direction from the Control, then the Control area may be further extended up to 20m along the exit road to include the location of the control official.

5.6.4 If any of the fence lines referred to in (5.6.1) above do not exist in fact, then they will be deemed to exist 20m from and parallel to the centreline of the road.

**6.1 PERFORMANCE RECORDS**

6.1.1 The passage and performance of vehicles and Crews through and at the various Controls shall be recorded by Control Officials on the Road Card carried in each vehicle which will be issued to all cars at the start and may be collected and replaced throughout the event.

6.1.2 A duplicate record shall be kept by Control Officials on their Control card.

6.1.3 The information recorded shall be:

Direction of entry (as applicable)

Acknowledgement of observation (as applicable)

Speed of competing vehicles (as applicable)

Other relevant performance of vehicle or crew

6.1.4 It is the Crew's responsibility to ensure that

(i) the appropriate entries are made completely and correctly on their Road Card at manned Controls

(ii) they record the observations relating to unmanned controls

6.1.5 If the Crew's road card is lost or if there are discrepancies between the road card and the control card, the control card may be taken as correct at the Clerk of the Course's discretion.

6.1.6 Errors of recording may be corrected by control officials and/or other judges of fact up to the time results are declared to be final.

6.1.7 Obvious errors and/or omissions on the Road Card and/or Control Card should be corrected by the Clerk of the Course after appropriate consultation.

**6.2 PENALTIES**

6.2.1 Crew performance shall be reported to the Clerk of the Course by officials of the event. Where the performances incur penalties under the regulations applicable to the event, the Clerk of the Course shall apply the penalties specified.

6.2.2 Penalty of exclusion: Crews found to have committed any of the following offences shall be liable to exclusion by the organisers of the competition:

(a) Observed wilful interference with public and/or private property.

(b) Dangerous or drunken driving.

- (c) Consumption of alcoholic liquor by any crew member within six hours prior to the start of or during the running of any division of an event.
- (d) Falsification of an entry on road card.
- (e) Observed movement of a vehicle in contravention of Regulation 4.6.
- (f) Failure to comply with eligibility requirements.
- (g) Wilful interference with posted course markers.
- (h) Exceeding the posted speed limit by 45 km/h or more

#### 6.2.3 General scale of penalties (per infringement):

- (a) Miscellaneous:
  - Missing or failing to report to Passage Control
  - Entering or departing any Control in the wrong direction
  - Missing or incorrect information
  - Non-compliance with Route Chart
  - Proceeding through out-of-bounds location
  - Traversing a Quiet Zone with excessive noise or speed
  - Breaches of regulations not otherwise provided for
    - 30 points.
- (b) Loss of road card by Crew
  - Failure to report to a Major Control
  - Failure to report accidental damage in contravention of Regulation 4.3
  - Failure to obey any specific or reasonable instruction of an official
  - Acting in a manner detrimental to the interests of the sport in the opinion of the Clerk of the Course (including breaches of Motor Traffic Regulations and deliberate obstruction of event signs)
    - 60 points.
- (c) Exceeding speed limits:
  - Speeding offences whether detected by officials or police will result in a penalty of 1 point per kilometre per hour over the posted speed limit. Where the offence is detected by the event officials speed detection device a tolerance of 10% of the posted speed will be allowed before penalty.

#### 6.2.4 *Manned or unmanned controls may be placed on the correct or an incorrect route.*

*Where a competitor records a control (Manned or unmanned) on the Road Card on an incorrect route and fails to record Passage Control(s) on the correct route they will be penalised for whichever route incurs the greater penalty.*

## 6.3 RESULTS

6.3.1 The organisers shall publish to all competitors and to CAMS provisional results in detailed form i.e. vehicle by vehicle and Section by Section.

6.3.2 The results must show all penalties on all Sections (including deleted sections) and any penalties which have been excused by the organisers.

## **6.4 PLACINGS**

6.4.1 In all events relative placings shall be determined by the application of the penalties prescribed in this code and Event Documentation. The Crew with the lowest number of penalty points shall be placed first and the others placed in ascending order.

6.4.2 If two or more Crews accumulate equal total penalties a tie shall be declared for the purpose of determining placings in the event. Event Documentation may specify methods by which ties may be broken only for the purpose of awarding trophies.

## **6.5 SUB-EVENTS**

Special tests or sub-events may be included in the event but points awarded in respect of these shall not be taken into account in determining the general classification of finishers.

## **6.6 PROTESTS**

NCR 205-208 and Appendix R# specify the conditions for protests. For the purposes of NCR 208(iv) the competition is deemed to have finished when the final control is closed in accordance with Regulation 5.3 or 5.7.6 of this Code.

## **Chapter TC7 EVENT ORGANISATION**

### **7.1 ENTRY FORMS**

All entry forms shall use the standard CAMS rally disclaimer available from [www.cams.com.au](http://www.cams.com.au).

### **7.2 ODOMETER CHECK**

The Supplementary Regulations shall make details of the check of the survey cars odometer available to all crews. Unless otherwise stated it will be at least 5 kms along the test section of road provided by the Roads authority of the state or territory and that is signposted to that effect.

### **7.3 REFUELLING**

7.3.1 The maximum distance between pump refuelling shall be 350km; notwithstanding, it is recommended that this distance not exceed 250km.

### **7.4 REST BREAKS**

7.4.1 Rest breaks will usually be provided at the end of Divisions to allow for meals, refuelling and regrouping of the field and officials. Cars must be parked as directed by the official in charge.

### **7.5 DIRECTION OF TRAVEL**

No Route Instruction shall be issued which causes Crews to proceed over any part of the route in opposing directions.  
A Director may issue instructions for different categories of entrants to travel in opposing directions on a road which is at least two lanes or if the posted speed limit is 60 kmh or less. Warning to all crews that opposing event traffic may be encountered must be given in the instructions in this case.

### **7.6 SET UP AND SWEEP CAR**

7.6.1 It is recommended that the Clerk of the Course or his/her representative drive over each section or part of the course not more than three hours prior to the running of the vehicles into that section or part.

7.6.2 In all road events there should be a sweep car. The Crew of this vehicle should, apart from driving over the route to clear controls, ensure that gates are closed, all signs erected by the organisers are removed, and any property damage is noted. The sweep car should also make a check for any missing competitors.

## **7.7 CANCELLATION, ABANDONMENT, TERMINATION OF, OR ALTERATION TO AN EVENT**

7.7.1 The organisers reserve the right to abandon an event if, in their opinion, the number of entries is insufficient, or if conditions constitute *force majeure* (see NCR 59).

7.7.2 In the event of an organisational mistake occurring (e.g. incorrectly located control), the section/s or part/s thereof affected should be deleted from the results by the Clerk of the Course.

7.7.3 If the event is terminated when only part run, the organisers shall determine placings among those competitors who have not retired or been excluded to that point.

## **APPENDIX A**

### **ELIGIBILITY AND ENTRY**

The provisions of Section 2 of the National Rally Code shall apply.

All references to closed road events and special provisions shall be ignored.

Any reference to the requirement for log books shall not apply.

## **APPENDIX B**

### **STANDARD BOARDS FOR USE IN EVENTS**

Some freedom in the use of boards to identify situations in Touring events is permitted.

Notwithstanding the design of boards to be used, an example of the various boards that are to be used in the event shall be displayed at a meeting of competitors immediately prior to the commencement of an event.

The Standard Rally Boards depicted in the National Rally Code are the benchmark.

Alternate boards of a similar board size and lettering sizes and colours are appropriate.

'Caution' and 'Quiet Zone' Boards should be as close as possible to the NRC's specifications.

#### **Amendments**

\* 08/04/16 Updated NCR 43 included

# Error referencing Schedule of Fees