



**CONDITIONS
FOR**

**TASMANIAN
RALLY
SERIES**

2008

TASMANIAN RALLY CHAMPIONS (Outright)

	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
1964	RAY LONG	DON REID DATSUN	BLUEBIRD
1965	RAY LONG	DON REID/DARRYL REID	DATSUN BLUEBIRD
1966	RAY LONG	DON REID	DATSUN BLUEBIRD
	ROSS FARMER	ROSS KELLY	HR HOLDEN X2
1967	RAY LONG	DON REID	DATSUN BLUEBIRD
	ROSS FARMER	ROSS KELLY	HR HOLDEN X2
1968	LIN GIGNEY	TERRY LOBBAN	VW
1969	RAY LONG	DON REID	DATSUN 1600
1970	RAY LONG	DON REID	DATSUN 1600
1971	RAY LONG	ROSS KELLY	DATSUN 1600
1972	LIN GIGNEY	ROSS KELLY	VW SUPER BUG
	JOHN POOLEY	BOB TYSON	VW SUPER BUG
1973	RAY LONG	JOHN BROCK	DATSUN 1600
1974	RAY LONG	JOHN BROCK	DATSUN 180 B
1975	JOHN BROCK	BOB TYSON	TOYOTA CORONA
1976	JOHN BROCK	BOB TYSON	TOYOTA CORONA
	TREVOR GARRET	TERRY BRACKEN	MITSUBISHI GALANT
1977	TREVOR GARRET	TERRY BRACKEN	MITSUBISHI LANCER
1978	JOHN BROCK	BOB TYSON	DATSUN 180B SSS
1979	GRAEME WALKEM	ROSS KELLY	MITSUBISHI LANCER
1980	GARRY SULLIVAN	GEOFF RAINBOW	MAZDA RX2
1981	LIN GIGNEY	GREG PREECE	MAZDA RX2
1982	LIN GIGNEY	GREG PREECE	MAZDA RX2
1983	LIN GIGNEY	GREG PREECE	MAZDA RX2
1984	DOUG WEBB	LORRAINE WEBB	HOLDEN TORANA
1985	ANDREW MURFET	PHILIP WELCH	MAZDA RX2
1986	ANDREW MURFET	TONY JACKSON	MAZDA 323 4WD
1987	LEE PETERSON	MARCUS OATES	MAZDA RX2
1988	GRAEME WALKEM	KEVIN WELDON	SUBARU RX TURBO
1989	GRAEME WALKEM	TERRY ATKINSON	SUBARU RX TURBO
1990	LES WALKDEN	RON COENEN	MITSUBISHI GALANT VR4
1991	LES WALKDEN	RON COENEN	MITSUBISHI GALANT VR4
1992	LES WALKDEN	LORRAINE WEBB	MITSUBISHI GALANT VR4
1993	LYNN RATTRAY	KEVIN WELDON	MAZDA 323 4WD
1994	GLEN CUGLEY	OMAR HASAN	SUBARU LIBERTY RS
1995	JAMES MEDIECKE	RON COENEN	MITSUBISHI LANCER E2
1996	ANDREW MURFET	TONY JACKSON	NISSAN GTIR
1997	ANDREW MURFET	TONY JACKSON	NISSAN GTIR
1998	MICHAEL LUSCOMBE	VICTOR HUDDLESTONE	SUBARU LEGACY RS
1999	ANDREW WYLIE	BRENDAN SPUR	SUBARU IMPREZA WRX RA
2000	LYNN RATTRAY	SIMON VANDENBERG	SUBARU WRX Sti
2001	ANDREW MURFET	WIL LOGAN	NISSAN GTIR
2002	MARK WALKDEN	TONY JACKSON	MITSUBISHI EVO 5
2003	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 3
2004	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 5
2005	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 5
2006	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2007	DAVID WALDON	ROSS FERGUSON	SUBARU STi

TASMANIAN 2WD RALLY CHAMPIONS

	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
2003	TIM ROSE	ROSS FERGUSON	HOLDEN COMMODORE
2004	LEE MARSHALL	BRUCE ANDERSON	DATSUN 200B
2005	MATT VONBERTOUCH	PAUL MURFETT	NISSAN BLUEBIRD
2006	CRAIG SAULT	BEN KORPERSHOEK	VL / VC COMMODORE
2007	CRAIG SAULT	SCOTT CRESWELL	VL COMMODORE

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PREAMBLE

The Tasmanian Rally Advisory Panel (TRAP) has prepared these conditions and recommendations. TRAP is made up of one delegate from each open event organising club, the Clerk of Course of the Tasmanian Round of the Australian Rally Championship, The Director of Rally Tasmania, 2 Senior Competitor Representatives (nominated by TRAP), Targa Tasmania, Classic Challenge, CAMS, a Secretary and a Chairman.

Regular meetings are held, approximately every six weeks, during the season to coordinate

Rallying within the State and to recommend to Tasmania State Council the following:

1. A strategic plan for the promotion of road events
2. A strategic plan for improvement in the standard of road events
3. The regulations for the following year's State Rally Series,
4. Any changes required for promotion and/or control of road events.

SECTION A

2008 TASMANIAN RALLY SERIES CONDITIONS

A1 AUTHORITY

Events forming part of the Tasmanian Rally Series, will be run under the General Provisions of the International Sporting Code of the FIA, the National Competition Rules (NCRs) of CAMS Ltd, the National Rally Code, sections of the Australian Rally Championship regulations, 2008 Tasmanian Rally Series Conditions, the Event Supplementary Regulations, and any Bulletins that may be authorised by CAMS Ltd.

A2 INTRODUCTION

The Tasmanian Rally Series will be awarded to
Series Champion Driver – Outright
Series Champion Co Driver– Outright
Series Champion Driver – 2WD
Series Champion Co Driver 2WD

The Tasmanian Rally Series Outright winner will be named Tasmanian Rally Series Champion.

The Tasmanian Novice Award will be awarded to:

TRS Novice Driver
TRS Novice Co Driver

And classes for Production Rally Cars in the Tasmanian Rally Series

<i>P1</i>	2 wheel drive up to 1400cc
<i>P2</i>	2 wheel drive 1401cc to 1600 cc
<i>P3</i>	2 wheel drive 1601cc to 2000cc
<i>P4</i>	2 wheel drive 2001cc and over
<i>P5</i>	4WD over 2000cc (not meeting the requirements of P6)
<i>P6</i>	4WD over 2000cc first manufactured prior to 1 January 1991
<i>Hist</i>	Historic
<i>Classic</i>	Classic Rally Cars category 4A and 4B

Note. The TRAP reserves the right to amalgamate classes due to insufficient numbers, at their own discretion.

A3 GENERAL CONDITIONS

A3.a CAMS Tasmanian State Council will, at the beginning of each calendar year, nominate a number of events as SERIES RALLIES. These events shall be marked as such in the CAMS State Calendar. Clubs wishing to have their events classified as Series Events should provide all the relevant details to the Tasmanian Rally Advisory Panel (TRAP) prior to the formulation of the following year's calendar. Every effort should be made to maintain an equal balance of event locations around the State.

There shall be no less than three and not more than seven events to count for the Series in any one year. Each event will be made up out of two heats. No Series shall be declared if less than three events are conducted during the current year, which count towards the State Series.

For **2008** the following Series Events have been nominated

Round 1	29 March	Mt. Stages Rally
Round 2	10 May	Mt Lloyd Rally
Round 3	14 June	Hellyer Rally
Round 4	26 July	Huon Rally
Round 5	13 September	Scottsdale

- A3.b To be eligible for Series status, events must comply with the following conditions:
- A3.b.1 There shall be a provision for an outright winner in each heat, regardless of any classes which may be included in the event
 - A3.b.2 The overall outright winner will not be decided on a "handicap system"
 - A3.b.3 The event must provide for an overall outright & 2WD competition.
- A3.c Competitors are not required to register to receive Series points. Crew members must be current members of a CAMS affiliated Tasmanian car club to be eligible to receive points in any State Series event. Interstate competitors must compete in a minimum of 60% of the series to be eligible to receive points. Point scores will be compiled by the TRAP Scorer to whom organisers must forward full results and all necessary information within seven days of completion of each event.
- A3.d For the State Series, Drivers and Co Drivers will be considered individually and not as a crew. Therefore competitors are free to change crews in any other event without loss of continuity of points.
- A3.e Only the nominated Driver and Co Driver in each car shall be eligible to receive points.
- A3.f. (i) In each heat of the Series events, points shall be awarded to the driver and co driver of the place winning cars as follows
- a) Outright
20, 16, 14, 12, 10, 8, 6, 4, 2, 1
and 1 point for all other finishers. In the event of a tie after two heats at one event, refer to NRC and a bonus point will be awarded to the winner.
 - b) In each class
20, 16, 14, 12, 10, 8, 6, 4, 2, 1 (per heat)
 - c) Extra heats
In the event of a round holding more than two heats, the TRAP will nominate the point's structure for that heat. This point structure will be detailed in the Supplementary Regulations for that event.
- (ii)
- a) For the outright and Novice Series (as defined in these regulations p10 Clause 2a), only outright points shall be counted.
 - b) For Class Series, only class points shall be counted.
- (iii) In the event of a tied position in an event, the points normally allocated to the tied position and the next following position in the event will be added together and equally divided between the drivers and co drivers concerned.
- A3.g.(i) Competitors not completing a heat at any series round is permitted to restart the next heat, at a position decided by the Clerk of Course.
- A3.g.(ii) The crew must give reasonable notice of their intent to either restart or withdraw in writing to the Clerk of Course.
- A3.h Series points shall only be gained by competitors who complete 100% of the route for each heat as specified in the roadbook.
- A3.i Determination of the Series shall be by aggregating points of the events to count as follows:
- A3.i.1 Unless otherwise approved by the TRAP, each round nominated in the series will consist of two heats.
 - A3.i.2 All **heats** nominated in the State Series, less two will count.
 - A3.i.3 If **eight or less heats** constitute the Series, all heats will count.
- A3.j Heat One will end at the *Time Control In* at the entrance to service. That is, organisers will be required to provide a Time Control In at the end of the transport stage prior to service. At the end of service competitors will be required to book into a Regroup Control which will allow organisers to return the event to schedule in the event of delays in Heat one. It is recommended that this regroup should also be scheduled to be 20 minutes in length (although the actual time is left to the discretion of the organisers). Heat Two will commence at the Regroup Out Control.

Competitors who fail to complete Heat 1 and wish to commence Heat 2 should report to the Regroup In Control at the scheduled time of the first competitor.

If a competitor fails to report to the Regroup In Control on time a penalty will be applied. In accordance with the National Rally Code subparagraph 5.2(iii)(o) the penalty shall be 30 minutes.

A3.k The previous year's Tasmanian Rally Series Outright Champion and 2WD Champion may advertise their achievement within the State Rally Series with a sign on the glass of the passenger side rear window in conformity with Schedule R, General Requirements for Rally Cars, Article 3.

A3.l In the event of a tie by two or more competitors in the Series the winner shall be determined by reference to 2008 CAMS Manual of Motor Sport – General Conditions for All Titles.

A3.m Any Tasmanian Rally Series point score issues are to be referred to the TRAP Chairperson.

A4 OTHER

A4.a In the event of a portion of a rally being deleted as a result of "Force Majeure", or other exceptional circumstances as approved by the Stewards, the heat will be deemed to retain its Series status provided that:

A4.a(i) at least 75% competitive distance has been run

A4.a(ii) all other requirements for Series events have been satisfied

A4.b If a nominated Series rally is not held on the date listed on the CAMS State Calendar, any other club may make application to the Tasmanian Rally Panel for another event to count towards the Series.

A5 RECOMMENDED FORMAT

All events will be Special Stage Multi-club Rallies. The duration of any event shall not exceed 12 hours, calculated from the departure time of the first car to the scheduled late time for the last car. However, no final competitive stage shall finish later than 6:00pm on the day of its conduct. The total Special Stage distance of each event will be at least 90kms and not more than 150kms. Service allotments shall be arranged in periods of 20mins for short intermediates, and 45mins for a lunchbreak.

All events should start in a major town or city with the first spectator point conducted as close as possible to the start of the rally.

Following each event, a public finishing ceremony with presentations to the provisionally placed driver and co-driver of cars placed 1st, 2nd and 3rd outright, 1st 2WD outright and 1st in each class be made no later than four hours after the closing of the event. Changes to this format must be approved by TRAP and requests for change must be made in reasonable time prior to TRAP meetings.

All organisers will liaise with a series publicity officer/committee for the promotion and publication of relevant media/sponsor information, and to accommodate the requirements of television and print media as required. For the purpose of these regulations (TRS 2008), the contact shall be **TBA**

All organisers are encouraged to provide detailed instructions and special access to the Series Photographers (Morey Photography), other interested photographers and other designated media personnel as appointed by the TRAP.

A6 SERIES MANAGEMENT AND SEEDING

All rounds of the Tasmanian Rally Series shall adopt the guidelines set out by TRAP for the seeding of competitors for their starting order. The event Clerk of Course will liaise with the Series Scorer prior to the event start but after the close of entry to ensure seeding of competitors meets the guidelines. Seeding will be carried out by the TRS Series Scorer and event Clerk of Course prior to each event based on the Stage Performance Index (SPI) system, as detailed in the Conditions for the Australian Rally Series.

The event Clerk of Course may, after consultation with the Series Scorer, reposition any competitor one place up or down.

Drivers who change to another vehicle of significantly different potential may be reclassified by the above method, after consultation with the TRS Series Scorer. Nationally classified drivers should be given priority positions during the seeding process.

Door numbers will be allocated per year based on Drivers outright finishing position in the previous year's series.

A7 CONTROLS

In addition to the National Rally Code, events shall be conducted as per ARC Sporting Regulations

- 14.1 Application & Interpretation of the Regs
- 14.2 Timing
- 14.3 Time Card
- 15 Special Stages
- 16 Results
- 17 Final Control

In addition:

ARC 16(vii) shall be amended:

from 30 minutes to seventy two (72) hours for the posting of final results.

NRC 4.4 shall be amended by adding:

Control Entry - All competitors shall enter the area of a control at a speed so as not to jeopardise the safety of the control officials.

A8 VEHICLE ELIGIBILITY

Only the following vehicles will be eligible to contest the Tasmanian Rally Series:

- Production Rally Cars (PRC) with no age restrictions as listed in the CAMS 2008 Manual of Motor Sport.
- FIA Group N which are either currently homologated or for which the homologation expired less than four years ago
- FIA Super 2000
- Group N(P)
- Historic and Classic Rally cars as defined in the 2008 CAMS Manual of Motor Sport.
- Awards will be given in engine capacity classes as specified in clause A1 (iii) of these conditions.

A9 TRANSPORT SECTIONS

NRC 7.2 The overall average speed on transport sections, *unless they include major sections of 100kph zones, shall be limited to a maximum of 30kph*. If service areas are provided in these sections the additional time allowed including the service must be stated in the instructions.

A10 POST EVENT SCRUTINY

Clerks of Course are reminded that at the end of each event suitable facilities must be provided for eligibility scrutiny.

It is preferable these facilities be located close by but separate to the finish venue and consist of a roofed and illuminated area **with a** hoist .

At the finish of each event's competition, vehicles are to be placed in *Parc Ferme* until after inspection by the State Eligibility Officer and/or released by the Clerk of Course. **Whilst in parc ferme, no persons may approach any vehicle, without the permission and presence of an official.**

Details of post event scrutiny must be included in the Supplementary Regulations of the event.

A11 PRIZES

There is no minimum requirement for prize money. All prizes and awards that are available must be named in supplementary regulations.

A12 AMBULANCES / Medical Services

Minimum requirement as per Medical Services/requirements section CAMS 2008 Manual of Motor Sport, and the relevant Tasmania Police guidelines for the issue of police permit.

SECTION B – COMPULSORY EQUIPMENT

B1 GENERAL

As all rounds of the State Series are Special Stage events, the minimum compulsory requirements are listed below. Note that references to the relevant Schedules of the CAMS 2008 Manual of Motor Sport are given.

B2 MUDFLAPS

(Schedule R, Art 9) (Section 6)

Mudflaps of stout material must be fitted behind all driving wheels and in the case of front wheel drive vehicles, behind all wheels. They must be no closer than 50mm to and no further than 100mm from the ground, and mask the full width of the tyre when viewed from behind, and be within 300mm of the tyre.

B3 ROLLOVER PROTECTION

(Schedule J) (Section 6)

Roll over protection complying with the provisions of Schedule J. Suitable padding must be fitted to roll cages to minimise injury to crew members.

B4 FIRST AID KITS

(Schedule R, Art 12(iv)) (Section 6)

B5 SOS/OK BOARD

(Schedule R, Art 12) (Section 6)

Two A4 laminated SOS/OK boards must be carried in the vehicle at all times. These will be supplied by TRAP with a replacement fee for non returns/loss/damage.

B6 SAFETY TRIANGLES

(Schedule R, Art 8) (Section 6)

At least two reflective or fluorescent red triangles of metal or plastic material (sides at least 350mm in length) must be carried, and must be displayed a minimum of 50 meters prior to the stationary vehicle, in cases where stationary car could be a hazard to other road users (eg breakdown).

B7 FIRE EXTINGUISHERS

(Schedule H, Art 4) (Section 6)

Each automobile must be fitted with one or two fire extinguishers, which must meet the specified criteria.

B8 SAFETY HARNESSSES

(Schedule I) (Section 6)

Because a roll cage is required to be fitted to the vehicle, full safety harnesses complying at least with the requirements of AS 2596, SFI 16.1, FIA Standards 8854-1991, 8854/98, 8853-1985, 8853/98 or European Standard ECE R16 must be fitted and worn as required by vehicle and event regulations.

B9 CREW ATTIRE

(NRC 6.3(vii)) (Section 11)

For all rallies incorporating special stages, crew members are to wear a CAMS approved helmet that complies with the provisions of Schedule D Article 1 of the 2008 CAMS Manual of Motorsport. All crew members must wear apparel in accordance with Schedule D Article 3(c)i of the 2008 CAMS Manual of Motorsport. The use of flame-retardant apparel which has been homologated to the FIA 8856-2000 standard is strongly recommended. Crew attire must be presented at pre event scrutiny.

B10 COMPETITION VEHICLE SIGNAGE

(NCR 155) (Section 4)

Advertising may be displayed on an automobile in accordance with Schedule K (see Section 6 of the Manual) and the Supplementary Regulations for the competition. Each competing vehicle must have a white area on both front doors measuring at least 500mm wide and 520mm high for the purpose of displaying the competition numbers and event advertising as per Schedule K Article 2.3 of the 2008 CAMS Manual of Motorsport. It is the competitor's responsibility to provide their own Tasmanian Rally Series allocated number that complies with Schedule K Article 2.4, Figure K-2 of the 2008 CAMS Manual of Motorsport. Any sign or advertisement which is deemed to be indecent or in bad taste shall not be permitted.

B11 TURBO SEALING (In addition to Turbocharger Sealing Requirements)(Section 11)

The State Eligibility Officer or his nominee (who must be an official CAMS Scrutineer) is responsible for the sealing of turbochargers. The TRAP will develop and maintain a list of such persons. The Entrant must ensure that the all turbo assemblies are inspected and sealed (with the serial number noted by the eligibility officer) prior to scrutiny, or by a mutually agreed alternative arrangement, and must remain intact for the duration of the event. The Entrant must also undertake a check by the chief scrutineer or their nominee at the end of the event to ensure compliance.

B12 REFUELLING OF COMPETITION VEHICLES DURING EVENTS

Organisers should include with pre event documentation details of competition vehicles will be refuelled during the event and also details of any risk management plans that will be in place to deal with an incident of a fuel fire during refuelling.

B13 SERVICING OUTSIDE OF SERVICE AREAS

Servicing is only permitted in designated Service Areas as specified in the route instructions. Crews are not permitted to use outside assistance when not in service however, crews are permitted to affect repairs to their vehicle using only the equipment that is available from their competition vehicle.

SECTION C – CREW REQUIREMENTS

C1 CREW ELIGIBILITY

- C1.a The **Competitor (formally Entrant)**,, nominated Driver and nominated Co Driver(to be referred to as 'crew') must possess a current *Clubman Rally/Clubman Rally Navigator or higher* CAMS licence) and current club membership.
- C1.b Holders of a Clubman Rally Licence must hold a current and valid licence to drive a vehicle on public roads within Tasmania. This is not a requirement for the co driver if they hold a Clubman Rally Navigator or higher CAMS licence only. Refer Article 2.1(iii) of the National Rally Code.
- C1.c If any **Competitor (formally entrant)** or crew member is under 18 years of age, the entry forms must be countersigned by the appropriate parent or guardian. Refer to NCR 77(iv)
- C1.d The nominated Co Driver may not drive the entered vehicle during the course of competition.

C2 STATE NOVICE AWARD

- C2.a To be eligible for State Novice Awards in the Tasmanian Rally Series, both the driver and co-driver shall be nominated by TRAP who will be advised by club delegates.
- C2.b Competitors wishing to be reclassified must do so by writing to the TRAP.

C3 CREW CONDUCT

- C3.a **Mechanical: (NRC 8.2 vii)**
Stationary vehicles on the course: In the event of a car stopping in a special stage a warning triangle must be displayed in a conspicuous position at least 50 metres behind the car except where the car does not present a hazard to any following cars and crew or the crew of the stopped car. **Following crews sighting the warning triangle must drive with caution and reduce speed until the stopped car has been passed.** In the event of a car stopping on the stage or an accident where no injuries are sustained that require immediate medical attention the OK sign must be clearly displayed to at least the three following cars. Both the warning triangle and the OK sign must be left on display for the whole length of the period that the car is stopped on the course regardless of whether or not the crew remain with the car. Failure to display either or both these signs as appropriate may result in disciplinary action being taken. Crews are required to remove the warning triangle once the stopped car has been moved and no longer presents a hazard or they recommence the competition.
- C3.b **Accident/Medical Emergency: (NRC 8.2 ii – vi)**
In the case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew which has the red "SOS" sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any crew which is able to but fails to comply with this rule will be reported to the stewards who may impose penalties in accordance with the National Competition Rules. In the case of an accident where immediate medical intervention is not required, the "OK" sign must be clearly **and actively** shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.
- C3.c **Post Accident:**
Should any competitor become involved in an accident during an event, a completed *incident report form* (located in the back of the road book) of the accident must be conveyed to the Clerk of Course as soon as possible.
- C3.d **Retirements:**
Crews retiring from the event at any time must complete a withdrawal form (located in the roadbook), and hand this and their timecard to the next control official **or** Sweep official.
- C3.e **Traffic Regulations:**
Competing crews and service crews must abide by all traffic regulations at all times as these take precedence over all other instructions and regulations.

C3.f **Private Property:**

Crews must report any damage caused to private property to the control official at the next control and give a written report to the Clerk of Course for inclusion in his report of the event. All crews must ensure that stock cannot escape through damaged fences or gates. (Note: the person responsible for the damage must bear the excess levied by the CAMS insurer).

C4 TIMING

Timing will be from control official's clocks, which have been set to the time on the master clock. A clock, which is set to Master clock time, will be available on display at the start venue prior to the start. All events must use Special Stage timing (A to B). **With special dispensation from State Council A to A timing may be used.** At start controls, the start time for all cars must be at least three minutes after their book in time.

C5 SERVICE CREWS

- C5.a Service crews and vehicles must complete a registration form prior to the start of the event. The registration should be returned with the entry form.
- C5.b **Service time:** Time will be allowed in nominated sections for the purpose of servicing and fuelling of competing cars.
- C5.c **Service crew conduct:** Service crews must obey all traffic regulations and must give way to all competitors. Service crews must obey the reasonable directives of an official and must comply with issued serviced instructions.
- C5.d Service crews found following the route in competitive sections may be excluded from acting as a service crew for the remainder of the event. Additionally, service crews found on the route in a competitive section shall cause the relevant competitor to be automatically excluded.
- C5.e Penalties applying to service crews see National Rally Code (NRC) 5.2 and 7.6

C6 QUIET ZONES

For passage through specific 'quiet zones' crews and service vehicles must not exceed 60 kph and must drive with not more than two lamps on low beam unless otherwise specified, and with a minimum of noise. Any breach of these requirements renders crews liable to penalty as outlined under the general scale of penalties. It is expressly forbidden to include quiet zones in competitive sections.

C7 FORCE MAJEURE

(NCR 59)

In the event of unforeseen circumstances, such as referred to in the NCRs as constituting 'Force Majeure' making it impossible for the requirements of the route instructions of any one time control to be complied with, the section or part of it may be deleted from the rally with the authorisation of the stewards.

C8 DOCUMENTATION

The following documentation is to be presented to the organisers at pre event scrutiny, or at another location as advised by the organisers in Supplementary Regulations:

- The CAMS Vehicle Log Book
- CAMS Clubman Rally Licence (or higher) – Driver
- CAMS Clubman Rally or Clubman Rally Navigator Licence (or higher) – Co driver
- **Civil Driving licences for both Crew members (not required if the Co-Driver has a Navigator only licence)**
- Current Car Club Membership Cards – Driver and Co driver
- Current Vehicle Registration Papers.
- CAMS **Competitors** Licence where the **Vehicle owner** is neither Crew Member.
- Special Interest Registration (SI) Log Book
- Temporary Registration Permits must state that the permit is valid for that particular event and its competition.

Note: ***These documents may need to be produced at anytime during the event.***

Log books must be available at all times for possible rechecking any time especially prior to competing, restarting and again in the event of Post Event Scrutiny.

All CAMS documentation and regulations are available from CAMS, PO Box 110, Sandy Bay 7006, or from the office at 136 Davey Street, Hobart (Ph: 6224 0420)

C9 CAR PRESENTATION

General appearance and presentation of vehicles must be of a neat and tidy appearance in keeping with the calibre of the Tasmanian Rally Series.

SECTION D – RALLY SPECTATOR CONTROL PROCEDURE

It is expected that the spectator marshals shall wear safety vests. It is also required that at each spectator location there must be at least two appointed marshals who will be clearly identifiable by wearing these official vests.

D1 RECOMMENDATIONS FOR SPECTATOR POINTS

- It is preferable that Spectator Points be located on short stages, close to the start.
- Avoid having spectators and service crews use the same road.
- Ensure that access roads are wide enough to park and pass on one side.
- If a stage is held close to a main road it will attract spectators. If you are unable to control the number of spectators, do not conduct such a stage.
- Consider selecting points far enough apart to discourage dashing from one to another just to watch the top ten.
- Consider the anticipated number of spectators and whether a point will hold this number for viewing and parking.

D2 LAYOUT OF SPECTATOR POINTS

- Areas where spectators are not to stand are to be marked with bunting and appropriate “**DO NOT STAND**” or equivalent signs. Identified marshals are to be in or near that area to advise spectators not to stand in prohibited areas.
- The actual spectator area to be controlled should be marked with signs at the start and finish of the area. It is essential that spectators are contained within and not allowed outside these designated areas during the running of the event.

D3 SPECTATOR CONTROL MARSHALS

- Each event is to have a Chief Spectator Marshal who is a member of the Organising Committee and responsible for all aspects of spectator control once the course is set.
- Each spectator point is to have a marshal in charge, who should be an authoritative person to ensure effective control of the area.
- Marshals are to be clearly identified and should be located near the prohibited areas to ensure spectators do not enter the prohibited area at any time during the running of the event.
- It is recommended that a warning device be used (whistle or similar) to warn of approaching cars, the marshal operating the warning device must be alert at all times. The same warning should be used at all points. Marshals must not consume alcohol at any stage whilst on duty for the event.

D4 TWO WAY RADIO CONTROL

Two way radio control between the spectator point and the start of the stage is ideal, to allow the marshal to control spectators at the point and to hold cars if necessary. Such communication is considered essential in large public areas.

D5 SPECTATOR INSTRUCTIONS

A standard item is to be included in printed instructions, which highlights the following:

- The dangers of standing in prohibited areas;
- Stage cancellation if the instructions are not obeyed,
- Advice about appropriate parking;
- The need for spectators to travel slowly and quietly near houses and on all public roads.

Printed instructions containing sketches of spectator points should accompany a legend showing the prohibited areas, road closures, viewing spots, parking areas and the direction of rally cars.

CAMS require a disclaimer to be included in all spectator instructions and displayed at spectator points. The standard wording used in this disclaimer can be obtained from the CAMS website.

D6 PUBLIC ADDRESS SYSTEM

Wherever possible a public address system should be used to constantly communicate with spectators – **but the communication must be meaningful.**

D7 SPECTATOR SAFETY

Spectator safety is a major concern of the Tasmanian Rally Advisory Panel and the Tasmanian State Council of CAMS and should be a high priority for all event Clerks of Course.

SECTION E – EVENT CHECKER

The Event Checker is responsible to CAMS and is required to assess the event from a wider viewpoint than the organisers, taking into account such factors as safety, public relations, relationships with local authorities, changing competitor attitudes etc.

The Checker is required to ensure the event complies with these conditions.

E1 QUALIFICATIONS

Event Checkers:

- Must be approved by CAMS Ltd State Office.
- Must have a good knowledge of Special Stage events.
- Have the ability to visualise the consequences of competitors at high speed in relation to road conditions.
- Should be able to recognise potential problems that the event may encounter and that will detract from its smooth running.
- Should be able to foresee any safety problems that competitors, spectators or officials may encounter.

E2 DUTIES

- E2.a The Checker must be provided with all necessary regulations, manuals, maps, instructions etc as they become available.
- E2.b Supplementary Regulations/Bulletins: The event checker should see and comment on all regulations at the same time they are sent to the State Office for approval. All disclaimers should be crosschecked with those posted on the CAMS Website prior to each event.
- E2.c Check that the Clerk of Course has applied for authorisation from the Police, Appropriate Authorities, Councils and Private Property Owners regarding road use and confirm prior to the event that all approvals have been given.
- E2.d Check suitability of headquarters, control locations, service areas, spectator points and routes shared by spectators, service crews and officials.
- E2.e Confirm the Clerk of Course's odometer checking distance.
- E2.f Understand the requirements in the NRC particularly Articles 6.3(iii) and (iv)
- “Part 6.3(iii) It is mandatory for all Special Stages that all roads are positively closed to all except rally traffic. Any vehicular access to the route must be closed or supervised by the presence of road closure officials.”
- “Part 6.3(iv) The entire length of each Special Stage must be inspected by the Checker or his deputy prior to the first competitor's start time for the Special Stage or such other time as may be approved by CAMS. The Checker must be satisfied that all access roads to the rally route are actually closed and that all spectators are safely located and marshalled. No competitor may commence any Special Stage until notification has been received by the officials in charge of that stage that inspection by the Checker or his deputy has been satisfactorily completed. If, in the Checker's opinion, any shortcomings cannot be remedied before the first competitor's expected start time for the Special Stage, the stage must be cancelled, delayed, deleted or traversed by competitors under transport conditions. Radio communication between the Checker and the stage commander is highly recommended.”
- E2.g Check the road book *a minimum of two times, the first being at least four weeks before the event, with the final check* at least 1 week prior to the final printing of the road book on the road in regard to safety, particularly concerning consistency between road books as used in the series and the book itself, distances, control locations and approach speeds, caution locations (*utilising the Caution Matrix as supplied*), quiet zones, tulips and sign postings. Check the implications of taking a wrong road, or potential repercussions to public relations.

Check the spectator control diagrams at the sites and define the number of marshals, the location of the 'no standing' bunting and the start and finish of the spectator area.

It is strongly recommended that Stage Security notes (Stage Officials Notes) are compiled, agreed between Checker and Clerk of Course and verified. Security notes define what action is to be taken at each feature (road, track, gate, driver sight tapes etc) to safely secure a stage from incursions from the public and to ensure driver safety. All stage commanders and set up crews then work off the one standard for setting the stage on the day.

- E2.h Particularly check the safety of flying finish officials (if used) and the stop control location and distance from the flying finish especially if the slow down area is not straight. (The minimum distance allowable is 150 meters) or as otherwise approved by the Checker.
- E2.i Check that the Clerk of Course has established suitable radio communications to run the event and provide emergency aid.
- E2.j Confirm with the Clerk of Course that all members of the public who may be affected by the closure of roads on the rally route have been notified.
- E2.k Check the road book for conformity with abbreviations, competitor instructions (NRC art. 3.1, 3.2, 3.3), inclusion of the standard warning regarding penalties for speeding, at least one incident report, one accident report, a list of emergency numbers and the last page of 'RED SOS/GREEN OK'.
- E2.l Preferably, a Deputy Checker (in addition to the actual checker) should check the final route instructions as will be presented to competitors to ensure they are accurate, clear and up to date.
- E2.m Check the running schedule, confirming that road closures are in place at least 90 minutes prior to Car 1, that the checker (00) is between 45 to 30 minutes before car 1 and that provision is made for latest CAMS access to stages up until 45 minutes prior. (*Prior to 00 time*) 00 must complete 100% of each stage prior to the starting time of the first competitor.
- E2.n Check that sufficient time has been allowed in the Event schedule for Car 0 to complete at least 70% of each stage prior to the starting time of the first competitor.
- E2.o Advise the State Manager of CAMS in writing that the event has been checked and approved up to that date. The State Manager can then issue the permit.
- E2.p On the day
 - Travel the course 45 to 15 minutes before Car 1
 - Check that all signs and cautions as per the road book are in place
 - Check that all security arrangements as per the Security Notes are in place.
 - Check the safety of road closure officials, flying finish officials and stop point officials.
 - Check the set up and safety of spectator points are to plan.
 - Note the accuracy of the timing clocks.
 - Check that all overshoot roads have bunting above car height.
 - Check any last minute route changes that are issued as a bulletin.

E3 PROTOCOL – EVENT CHECKER

Event Checkers should always remember that it is up to the organisers to plan and conduct the event. Checkers should be careful not to impose their own views too heavily on the Clerk of Course, unless of course, it is a matter of regulation. Nor should they take over from the Clerk of Course. Provided that the organisers are acting responsibly, within the rules and policies of CAMS and are capable of conducting the event as they have planned, the Checker should not interfere. Of course the Checker's reactions will be tuned to the experience of the organising committee, for as a general rule, lesser-experienced organisers need more guidance.

E4 APPROVED EVENT CHECKERS FOR 2008

Senior Checker: Michael Luscombe
Assistant Checkers: Terry Bracken
Peter Sutcliffe
Darren Clark
Alan Kluver
Eric Flight

All appointments of alternate event checkers must be organised with, and approved by the senior checker, with responsibilities allocated by consultation between senior checker and / or event checker and event organiser. The senior checker will have a level of involvement deemed necessary to maintain consistency between events and to assist / train an appointed deputy where applicable.

SECTION F – JOB DESCRIPTIONS

Course and zero cars traversing the rally prior to the first car are some of the most important Officials of every Event. They must be carefully chosen and possess the necessary experience, ability, leadership and commonsense qualities to make decisions and report to the Clerk of Course on the conditions of the route. This is not an excuse for course and zero cars to test their rally skills. Of the Official cars only Car 0 may use pace notes if the event being conducted is pace noted.

F1 GENERAL NOTES FOR ALL COURSE AND ZERO CARS

- F1.a All CARS MUST TRAVERSE THE COURSE ONLY IN THE DIRECTION STATED IN THE ROUTE INSTRUCTIONS.
- F1.b The main objective of the crews in the course and zero cars is to ensure the course is set correctly and is safe for crews, Officials, spectators and the general public before the competition takes place.
- F1.c Rectify any on course problems immediately.
- F1.d Be courteous to all members of the public with whom you come in contact remember you are a representative of the sport.
- F1.e Throughout the running of the Event, it is of prime importance that the Event Running Schedule (See Appendix E) is strictly followed and that Rally Command is advised of your location at least at every control point. It is also good policy to report your passing at the midpoint of major features (e.g.: towns, etc.) whilst traversing on a transport section.

F2 COURSE CARS (Recommended)

- F2.a Drive each stage as required by the Event Running Schedule (normally starting 90 minutes before Car 1 starts but this may vary depending on the times of road closures).
- F2.b Ensure ALL personnel are in their designated locations and all signs correctly placed. If a group or individual from a stage team is late arriving or incorrectly located, the course car personnel should ensure that they are able to be located in position by another official or "hold back" and place them correctly before the first of the "ZERO" cars arrives.
- F2.c Ensure every control point that has an official clock is synchronised EXACTLY to Official Time.
- F2.d Check that all Control Officials are ready for the arrival of "00" and that they understand their duties. At this point it is important that the crew in the Course Car are able to answer any questions that the Officials may have regarding their duties.
- F2.e If all personnel are in position, advise the Command Centre that the stage is "YELLOW" or setup.
- F2.f Should carry the following equipment: bunting,
- F2.g Book in and out of every control in the same manner as a competitor, to ensure procedures are carried out in accordance with the Regulations, paying specific attention to communications between the Flying Finish and the Stop Point.
- F2.h MUST carry the following equipment: 1 full set of stage signs, spare clocks, arrows and caution signs, bunting, and chainsaw.

F3 "00" DOUBLE ZERO

- F3.a Drive each stage as required by the Event Running Schedule (normally starting 15-30 minutes before Car 1 starts generally arriving at the finish of the stage a minimum of 10 minutes prior to the start time of Car 1).
- F3.b The co driver of the 00 car should normally be the Event Checker.
- F3.c Ensure that the stage is 100% secure and ready to run in every aspect, paying specific attention to the safety of designated spectator points. It is important that any problems be immediately rectified after consultation with the Clerk of Course.
- F3.d Confirm synchronisation of all clocks.
- F3.e Book in and out of every control in the same manner as a competitor to ensure procedures are carried out in accordance with the Regulations.
- F3.f If completely satisfied, advise Command that the stage is "GREEN" or ready. (Note: If some items still require finalising it is then up to the Command Centre to declare the stage READY when these items are completed)
- F3.g Should carry spare clocks, arrows and caution signs and bunting.

F4 "0" ZERO

- F4.a Drive each stage as required by the Event Running Schedule, this should be planned so that they reach the end of the stage approx 5 minutes before Car 1 starts the stage.
- F4.b This car is to prepare everyone on the course for the first competing car and the crew should drive the stage quickly but safely on the competitive line although not at full competition speed. Must comprise a very rally experienced driver and co driver who have an intimate knowledge of the Event.
- F4.c Final checks of all clocks, and all Officials, noting that all road closures are still in place.
- F4.d Book in and out of every control in the same manner as a competitor to ensure procedures are carried out in accordance with the Regulations.
- F4.e Ensure that the stage is 100% secure and ready to run in every aspect.
- F4.f Should carry spare clocks, arrows and caution signs and bunting.

F5 SWEEP

- F5.a Drive each stage as required by the Event Running Schedule, this should be planned so they depart on the stage approx 1 minute after the last car.
- F5.b Collect all control cards from control officials, confirming that all cars have either started or finished that particular stage. Control cards must be handed to the scorer as soon as it is practical.
- F5.c Where possible, the sweep should be accompanied by a "Sweep Recovery" who's job will be to extract stranded competitors from the stage. Sweep may be required to assist Sweep Recovery in the extraction process but must be authorised by the command to do so.
- F5.d Should carry towing / extraction equipment, chainsaw. The sweep should preferably be a 4WD vehicle capable of extracting / towing competitors to the end of the stage.

F6 NOTES

- F6.a Once a Stage has been declared "GREEN" no other vehicle, except for ZERO, is authorised to enter the stage.
- F6.b The number of vehicles running over the course after the roads have been closed should be kept to a minimum. This relates in part to the potential for accidents/problems being increased. It is not normal to have backup vehicles running over the course.
- F6.c Zero cars should not park in any of the Regroups, they should book into the Time Controls as required but should drive straight through and park outside of the area or they may go directly into the Service Park. The time originally allowed for Regroup/Service should be used for the zero cars to get back on schedule where there is a mix of long and short stages.
- F6.d The 00 & 0 cars must use the same Time Card as used by competitors and must complete all official paperwork at each control in exactly the same manner as the competitors.
- F6.e The sweep vehicle alone, is not to be considered as the indicator for "Road Open". This indication must be conveyed to each official verbally by the sweep or as directed by command.

TASMANIAN RALLY ADVISORY PANEL CONTACTS

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