



**CONDITIONS
FOR**

**TASMANIAN
RALLY
SERIES**

2011

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
2008	CRAIG BROOKS	DANIEL WILSON	SUBARU
2009	LYNN RATTRAY	LYNDON HILLS	SUBARU WRX
2010	DAVID WALDON	LYNDON HILLS	SUBARU WRX/SUBARU WRX

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
2008	MARK KYLE	GLEN CORNER	DATSUN 1600
2009	STEPHEN TURNER	ANNA FLITNER	FALCON XR6
2010	LEE PETERSON	ANNA FLITNER	PULSAR GtiR/FALCON XR6

CONTENTS

TASMANIAN RALLY CHAMPIONS (Outright)	2
TASMANIAN 2WD RALLY CHAMPIONS	2
PREAMBLE	4
SECTION A	5
2011 TASMANIAN RALLY SERIES CONDITIONS	5
A1 AUTHORITY	5
A2 INTRODUCTION	5
A3 GENERAL CONDITIONS	5
A4 OTHER	7
A5 RECOMMENDED FORMAT	7
A6 SERIES MANAGEMENT AND SEEDING	8
A7 CONTROLS	8
A8 VEHICLE ELIGIBILITY	8
A9 TRANSPORT SECTIONS	8
A10 POST EVENT SCRUTINY	9
A11 PRIZES	9
A12 AMBULANCES / Medical Services	9
A13 SERIES STEWARD	9
SECTION B – COMPULSORY EQUIPMENT	10
B1 GENERAL	10
B2 MUDFLAPS	10
B3 ROLLOVER PROTECTION	10
B4 FIRST AID KITS	10
B5 SOS/OK BOARD	10
B6 SAFETY TRIANGLES	10
B7 FIRE EXTINGUISHERS	10
B8 SAFETY HARNESSSES	10
B9 CREW ATTIRE	10
B10 COMPETITION VEHICLE SIGNAGE	10
B11 TURBO SEALING	11
B12 REFUELLING	11
B13 SERVICING OUTSIDE SERVICE AREAS	11
SECTION C – CREW REQUIREMENTS	12
C1 CREW ELIGIBILITY	12
C2 STATE NOVICE AWARD	12
C3 CREW CONDUCT	12
C4 TIMING AND PENALTIES	13
C5 SERVICE CREWS	13
C6 QUIET ZONES	13
C7 FORCE MAJEURE	13
C8 DOCUMENTATION	13
C9 CAR PRESENTATION	13
SECTION D – RALLY SPECTATOR CONTROL PROCEDURE	14
SECTION E – EVENT CHECKER	15
E1 QUALIFICATIONS	15
E2 DUTIES	15
E3 PROTOCOL – EVENT CHECKER	16
E4 APPROVED EVENT CHECKERS FOR 2011	16
SECTION F – JOB DESCRIPTIONS	17
F1 GENERAL NOTES FOR ALL COURSE AND ZERO CARS	17
F2 COURSE CARS (Recommended)	17
F3 "00" DOUBLE ZERO	17
F4 "0" ZERO	18
F5 SWEEP	18
F6 NOTES	18
TASMANIAN RALLY ADVISORY PANEL CONTACTS	19
TASMANIAN RALLY SERIES COMPETITION NUMBER APPLICATION FORM	20

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, 2 Senior Competitor Representatives (nominated by TRAP), and Mountain Circuit Challenge, CAMS, a Secretary and a Chairman. Each organising group will have one vote.

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

2011 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, 2011 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 as follows;

- P1* up to 1400cc
- P2* 1401cc to 1600 cc
- P3* 1601cc to 2000cc
- P4* 2 wheel drive 2001cc and over
- P5 A* 4WD over 2000cc (not meeting the requirements of P6) where the Driver has been nominated by the TRAP as a 'Category A' driver based upon their stage performance index (SPI) and the performance of the vehicle entered.
- P5 B / P6* All other P5 entries plus P6 as per the 2011 CAMS Manual of Motor Sport.
- Hist* Historic
- Classic* Classic Rally Cars category 4A and 4B

- Notes
- A list of the 'Category A' seeded drivers will be published at the start of the rally season. A driver will remain in their respective category for that season. Interstate or new drivers will be seeded after receipt of their first entry for the season.
 - Group 3 Club Rally Cars are eligible to compete but not eligible for series points
 - 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 **2011** the following Series Events have been nominated

Round 1	19 March	Southern Safari	500CC
Round 2	30 April	LTA	MSCT
Round 3	11 June	Hellyer Rally	NWCC
Round 4	23 July	Styx Rally	500CC
Round 5	24 September	Mountain Stages	MSCT

- 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.
 - Each crew will receive 1 point for starting each event. Competitors starting all events in the year's series will each receive 4 bonus points per year.
 - 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 Outright and Novice Series (Novice as defined in these regulations in C2.a), 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 the Course.
- A3.g.(ii) The competitors must give reasonable notice of their intent to either restart or withdraw in writing to the Clerk of the 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 *Regroup In Time Control* after service. That is, organisers will be required to provide a Regroup at the end of the main 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 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 2011 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 or higher. 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. The total Special Stage distance of each event will be at least 90kms. Service allotments should 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 *should* 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 2011), the contact shall be TBA.

All organisers are encouraged to provide detailed instructions and special access to interested photographers and other designated media personnel who have made prior arrangement with the event organisers.

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 the Course and TRAP nominee will liaise 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 TRAP nominee and event Clerk of the Course prior to each event based on the Stage Performance Index (SPI) system, as detailed in the Conditions for the Australian Rally Series.

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

Competition numbers will be allocated on application to the TRAP Secretary on the appropriate form attached to these conditions. Drivers may nominate numbers from 3-99 in order of preference and will be allocated by the TRAP Secretary prior to the first nominated round of the series.

Competition number "1" is reserved to recognise the current Tasmanian Rally Series Champion, Competition number "2" is reserved to recognise the current Tasmanian 2WD Series Champion however these crews may still wish to nominate a preferred number in keeping for the following years series.

Numbers will be required to be applied for each year however preference will be given to the previous holder of that number if applied for by close of applications.

Crews who do not wish to nominate a preference will be allocated a number in sequence upon entering an event.

A7 CONTROLS

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

- 13.1 Application & Interpretation of the Regs
- 13.2 Timing
- 13.3 Time Card
- 14 Special Stages
- 15 Results
- 16 Final Control

In addition:

ARC 15(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 compete the Tasmanian Rally Series Events:

- Production Rally Cars (PRC) with no age restrictions as listed in the CAMS 2011 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 2011 CAMS Manual of Motor Sport.
- Club Rally Cars as defined in the 2011 CAMS Manual of Motor Sport.

Awards will be given in engine capacity classes as specified in clause A2 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 40kph*. 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 the 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 the 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 2011 Manual of Motor Sport and the relevant Tasmania Police guidelines for the issue of police permit.

A13 SERIES STEWARD

A TRS Series Steward shall be appointed. This person shall be the Senior Steward at each round of the TRS. The TRAP shall make a recommendation to CAMS of person(s) considered suitable for this role taking into account factors such as the persons experience and qualifications, their commitment to rallying in particular, their ability to work closely with senior event organisers as a representative of CAMS, their ability to work with TRAP and the member clubs and their ability to interact with competitors officials and other stakeholders involved in an event.

It would be desirable that the other steward appointments made to an event would take into account succession planning, the sharing of skills and mentoring and the broadening of skills across disciplines.

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 2011 Manual of Motor Sport are given.

B2 MUDFLAPS

(Schedule R, Art 9)

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)

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))

B5 SOS/OK BOARD

(Schedule R, Art 12)

Two A4 laminated SOS/OK boards must be carried in the vehicle at all times. A template is available from the TRAP Secretary.

B6 SAFETY TRIANGLES

(Schedule R, Art 8)

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)

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

B8 SAFETY HARNESSSES

(Schedule I)

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))

For all rallies incorporating special stages, crew members are to wear helmets and apparel which complies with the provisions of Schedule D of the 2011 CAMS Manual of Motor Sport. The use of flame-retardant apparel which has been homologated to the FIA 8856-2000 standard is strongly recommended..

B10 COMPETITION VEHICLE SIGNAGE

(NCR 155)

Advertising may be displayed on an automobile in accordance with Schedule K of the 2011 CAMS Manual of Motor Sport 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 2011 CAMS Manual of Motor Sport. 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 2011 CAMS Manual of Motor Sport. Vehicles will also display on the top front left windscreen and top rear window allocated competition numbers 100mm x 100mm in dayglo yellow.

Crew Names are permissible in accordance with Schedule R-of the 2011 CAMS Manual of Motor Sport.

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)

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 vi)**
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.** 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 i – iv)**
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 event of a car stopping on the stage or an accident where immediate medical intervention is not required, the "OK" sign must be clearly and actively shown by a crew member to at least the three following vehicles and to any helicopter attempting to assist.
- C3.c **Post Accident:**
Should any competitor become involved in an accident during an event, a completed *incident report form* (located in the road book) of the accident must be conveyed to the Clerk of the 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 the 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 & PENALTIES

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 Sport and Club Development 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.

Penalties will be applied as per NRC 5.2 and Appendix A. Any difference between the actual check-in time and the target check-in time shall be penalised as follows

- for late arrival: five seconds per minute or fraction of a minute
- for early arrival: 60 seconds per minute or fraction of a minute.

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, 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

The CAMS Rally Spectator Control Procedures apply to all rallies and each event must comply with this document. Copies are available from CAMS offices.

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 deleted
- E2.c deleted
- E2.d deleted
- E2.e Confirm the Clerk of the 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 the 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 deleted
- E2.j deleted

- 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.
- 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 CAMS Permit Administrator in writing that the course has been checked and. CAMS 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 the 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 2011

Senior Checker: Michael Luscombe
 Assistant Checkers: Terry Bracken
 Darren Clark
 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 the 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.
- F1.f Vehicles and Crews taking on the role of Zero or Fast Sweep are required to undertake pre event scrutiny and wear apparel in accordance with the event Supplementary Regulations.

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

		<i>Contact</i>	<i>Home</i>	<i>email</i>
CHAIRMAN	Ross Ferguson	0412 127 663	6273 5573	r.fergus@bigpond.com
SECRETARY	Karen Baker	0407 307 971	6339 3086	admin@nwcctas.net
CAMS	Dennis Burgess	6224 0420	0417 141 214	dennis.burgess@cams.com.au
500CC	Pete Bailey	0407 503 566		pete.bailey@live.com.au www.tasrally.com.au
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	Aaron Reader	6397 3199	0407 255 073	pj.reader@bigpond.com.au
ADVISOR	Tony McGuinness	6344 3660	0428 443 660	macgoo1@bigpond.com
SERIES STEWARD	Terry Atkinson	6344 7340	0418 303 995	tjatk@bigpond.net.au

Tasmanian Rally Series Competition Number Application Form

This application must be completed in full for those competitors planning to participate in the Tasmanian Rally Series. Numbers are reserved for previous year's registrants until March 1st of each year.

Preference will be given to those who apply prior to March 1st.

Applications can only be made using this document . Telephone reservations are not accepted.

Name

Email Address

Address

City Post Code

Phone

Number Choice

3 through 99 only:

1st Choice 2nd Choice 3rd Choice

On application of a Tasmanian Rally Series Competition Number you acknowledge you have read and understood appropriate rules and regulations of the Confederation of Motor Sport and the 2011 Tasmanian Rally Series Conditions,

Forward completed Competition Number Application Form to the below address.

Confirmation of Competition Numbers will be provided to each registrant on March 1st.

TRAP Secretary

admin@nwcctas.net

Karen Baker

205 St Leonards Rd

St Leonards 7250

0407 307 971

To use this application as an E-Form simply type in details then Save As (eg. Your name) and email as above