



Highland Fling 2009

14 June 2009

A Round of the Classic Rally Club Inc 2009 Rally Series

Supplementary Regulations

These Supplementary Regulations supplement the 2009 CAMS Manual of Motor Sport
which is available at www.camsmanual.com.au

1. Administration

The Event

1.1 The event will be known as the 2009 Highland Fling ("the Event") and will be a Club Touring Assembly. The Event will be conducted on public roads between the Camden and Moss Vale districts of New South Wales on Sunday 14 June 2009.

The Event will be run in three categories:

Masters: for experienced competitors
Apprentices: for crews who prefer some additional instructions to the Masters category.
Tour: for crews who want to enjoy the spirit of the event and who prefer to have the Route given to them.

1.2 Different instructions will be used for each category. The Route may also differ for each category.

1.3 Competitors will lose points for errors in navigation as described in Appendix 1. Ranking will be in order of points lost.

Authority and Permit

1.4 The Event will be held under the International Sporting Code of the FIA, the National Competition Rules of CAMS, these Supplementary Regulations and any Further Regulations issued.

1.5 The Event will be held under CAMS Permit Number **209/1406/01**. The organisers through the CAMS Permit have effected Public Risk Insurance (refer to Appendix I of the Current CAMS Manual). Personal Accident Insurance will be effected by the purchase of a CAMS Licence.

The Organising Committee

The Event will be organised and promoted by the Classic Rally Club Inc which has appointed the following committee:

Event Secretary	Lui MacLennan	(tel 02 9460 6909, 0418 645 623)
Assistant Event Secretary	Wendy Gibbs	(tel 02 9601 1557)
Correspondence to:	The Event Secretary	
	PO Box 89, Casula NSW 2170	
Email:	igibbs@optushome.com.au	
CAMS Checker	TBA	
Scrutineer	Rob Panetta	
CAMS Stewards	Margaret Brown (Chief) & Jocelyn Vettoretti	
Clerk of Course	John Henderson	(tel 02 9499 8141, 0408 118 427)
Assistant Clerk of Course	Ian Gibbs	(tel 02 9601 1557, 0410 507 674)
Compliance Checker	Lui MacLennan	
Competitor Relations Officer	Bob Morey	
Scorer	Teresa Morey	

1.6 Alteration, Abandonment or Termination of the Event

The Organisers reserve the right to abandon, alter or terminate the Event at any time in accordance with NCR 59.

2. Competitors and Entries

Competitors (previously referred to as "Entrant")

2.1 Crew Members

A crew is defined in the NRC para 1.9 as being persons defined in the NCRs 44 and 45.

Crews will consist of a minimum of two people and a maximum not more than the legal seating capacity of the vehicle. Only one set of maps and instructions will be issued per car.

Passengers as defined by NCR 46 may be carried. There is no age limit for passengers. They do not need a competition licence. Passengers, and if under 18 years of age their parents /guardians, should be aware that, because they do not hold a competition licence, passengers are not covered by the CAMS personal accident insurance policy.

Any crew member or passenger who is not a member of the Classic Rally Club Inc will receive one month's honorary membership of the Classic Rally Club Inc to cover the period of the Event.

2.2 Licences

The Driver/s and each other crew member aged 18 years and older must hold, as a minimum, a valid full Level 2NS licence. Crew members over 12 and below the age of 18 must hold, as a minimum, a valid Level 2NSJ licence. Competitors should arrange these licences prior to the event, as they will NOT be available for purchase at the start.

Any crew member may drive but to do so must hold a current valid civil driving licence that permits driving on public roads without the need for supervision. Any navigator who does not present a civil driver's licence at pre-event documentation will be required to sign a declaration to the effect that they will not drive the car during the event.

The Competitor (the bonafide owner of the vehicle) must possess a valid CAMS Competitor Licence (refer Section 2 of the CAMS Manual).

Entries

2.3 Entries must be made on the official entry form and sent together with the entry fee of \$60 to the Event Secretary at the above address, to be received prior to the closing date of Sunday 7 June 2009.

2.4 The number of entries will be strictly limited to 60. Entries received after this number will be held as reserves. Successful competitors will be notified before 12 June 2009. Entries may be reassigned to a different category at the discretion of the Organisers.

2.5 Changes in the crew and/or vehicle after the acceptance of entry will only be permitted at the discretion of the Organisers. Any crew or vehicle that is changed after the start may continue in the Event but will not feature in results. The organiser reserves the right to refuse entry to any competitor in accordance with NCR 83.

Starting Order

2.6 Vehicles will start in ascending car number order, or as otherwise directed by the organizers.

3. Vehicles and Equipment

Eligibility of Vehicles

3.1 Any road-registered vehicle or vehicle on Conditional Registration is eligible to enter.

Vehicle Condition

3.2 It is the responsibility of the Competitor and the Driver to ensure the vehicle is roadworthy at all times during the Event. Officials may check vehicles at any time.

Compulsory Equipment

3.3 Although not compulsory, fire extinguishers, first aid kits and safety triangles are strongly recommended.

Registration and Scrutineering

3.4 Registration and scrutineering will be on Sunday 14 June between 7:00am and 8:15am at the start location.

3.5 Proof of motor vehicle registration and current and valid CAMS competition and civil licences must be shown at Registration. Competitors must also produce a valid Classic Rally Club membership card.

3.6 Official maps will be provided to competitors at registration. These will be sufficient to complete the Event. Competitors may use additional maps if they wish.

4. The Event

4.1 The total length of the Event is approximately 300 kms, which includes less than 5km of good unsealed roads.

4.2 Schedule

Entries open On publication of these Regulations

Entries close 7 June 2009

Sunday 14 June

Start location Curry Reserve, Camden Valley Way, Elderslie
(between Hassall St and Wilkinson St)

7:00-8:15 Registration and scrutineering

8:30am Competitors briefing

9:00am First car starts (Curry Reserve)

1:00pm First car at lunch

3:45pm First car finishes (near Mittagong)

4.3 Presentations 23 June 2009. Awards will be presented at the Classic Rally Club Inc meeting after 8:00pm at the Denistone Bowling Club, 59 Chatham Rd, West Ryde.

5. Route Instructions

5.1 Different instructions will be provided for Masters, Apprentices and Tourers.

5.2 All crews will be given their Route Instructions 5 mins before they start each division unless otherwise instructed.

5.3 The Route Instructions may use any of the mapping reference conventions as shown on the official maps. Any definitions or word usage in the official maps' Legend take precedence over common usage.

5.4 Road Cards will be issued to all cars at the beginning of a division and each crew is solely responsible for its Road Card. Competitors must surrender the Road Cards to officials at certain controls.

5.5 The Route is given and is to be followed along the shortest mapped point to point route (unless stated or implied otherwise) through all given VIA points according to the official maps. Questions may be given in any order.

5.6 Distances will be given in both kilometres and miles. The conversion factor used is 1 km = 0.621 miles. The survey vehicle recorded a distance of 5.00 kms over a standard RTA odometer calibration check.

5.7 All instructions given refer to how roads, features etc appear on the official maps unless otherwise stated. Instructions may be given in a number of ways and may include grid references for 1:250 000 scale survey maps, tulips, map traces, compass bearings, herringbones, route chart, cross-references and others at the discretion of the Director.

5.8 Tulip and herringbone instructions may not show distances between road junctions. An intersection will be deemed to exist for the purpose of unmapped tulip or herringbone instructions if any of the roads at that intersection have a name sign or a sign pointing to a locality.

5.9 All reference points will be defined precisely e.g. **Parramatta Post Office, Lithgow Railway Station** will be the precise points for use in navigation. However, if one letter of a location is underlined, then the point for use in navigation will be the midpoint of that letter. e.g. **Canberra**: where the letter **b** is underlined, the midpoint of the “**b**” is the precise point for use in navigation.

5.10 All named features will be within 2 km of the Route. e.g. “Leave 3 railway stations on your left” means that each of the 3 railway stations will be mapped within 2 kilometres of the Route and will be mapped on the left in the correct direction of travel.

5.11 Any specified location may be visited again without being specified again, but only after visiting it as specified in the route instructions.

5.12 Various cautions may be inserted in the instructions to give warning of potentially dangerous obstacles if traversed at speed. The degree of difficulty will be shown by up to 3 exclamations marks added to the description e.g. **Bridge!!** There may not be a caution in the instructions if one exists on the road.

5.13 The following abbreviations may be used in the route instructions:

BL	Bear left	RD	Road
BR	Bear right	RJ	Road junction
E	East	RW	Railway
FMR	Follow main road	RS	Railway Station
GR	Grid reference	S	South
GS	Grid Square	SO	Straight on
Km	Kilometre	SP	Signpost
Kph	Kilometres per hour	TJ	“Tee” junction
MI	Mile	TL	Turn left
Mph	Miles per hour	TR	Turn right
MPMS	Maximum permitted maintained speed	UM	Unmapped
		W	West
N	North	XR	Cross road
RA	Roundabout	RX	Rail Crossing
DAFCUT	Do a fairly quick U-turn (this is used by a navigator when a mistake has been identified)		

5.14 All controls must be entered according to the direction given or implied in the route instructions.

5.15 Proof of having visited observation points may include answering questions or noting information from Visual Route Checks (VRCs). These proofs are to be written in order of occurrence on the Route in the spaces provided on the Road Card. VRCs and answers to questions will be on the left side of the Route unless noted otherwise in the instructions. If the answer to a question is missing, the setup official will place a VRC board **upside down** at the location where the answer should have been. Write the VRC secondary letter in the **appropriate question space** on the Road Card.

6. Controls and Observation Points

6.1 All control signs will be on a white board displaying a red “M” for a major control and a red “P” for a passage control. The location of major controls will be notified in the route instructions.

6.2 Passage controls may be located anywhere along the correct route. Crews failing to visit a control when it is open will be deemed not to have visited that control.

6.3 A Visual Route Check (VRC) is similar to a passage control board but has additional alphanumeric information on it. This information must be written in the correct space on the competitor’s road card. False VRCs may be used. A sample of the control signs will be displayed at the crew briefing.

6.4 No vehicles may be worked upon in the control area.

6.5 The marker cones at a control site will constitute a SAFETY ZONE and any intrusion of the competing vehicle into this area or knocking over a cone will result in a 500 point penalty being applied. Any serious incident relating to safety of control officials or the public at controls will be taken most seriously by the Organisers and will be reported to the Stewards. The Stewards have the authority to impose penalties including EXCLUSION.

6.6 Passage controls and VRCs may be located on either the correct or incorrect route.

6.7 Any competitor seen by a Control official on a route other than the correct route may be noted to have entered that Control from the wrong direction.

6.8 Observations will be on the left hand side of the road in the correct direction of travel.

7 Timing

7.1 This is an untimed event. There is no penalty for late arrival at any Control (other than the start Control) while the control remains open. In the interests of safety a target time for each stage will be calculated. Any competitors arriving early to any Control or observed in proximity of the Control prior to the target check in time will be penalised.

8 Judges of Fact

8.1 Control officials and official observers are deemed to be Judges of Fact in relation to:

- Time of arrival and departure from controls
- Direction of entry into controls
- Observation of quiet zone procedures
- Deviation from Route
- Conduct of competitors including speeding

8.2 Rally radar will be used to monitor competitor conduct on public roads. Penalties will be imposed as noted in Appendix 1.

8.3 Any device that uses GPS technology or contains electronically stored maps is banned. Penalties will be imposed as noted in Appendix 1.

9 Results

9.1 Penalties will be expressed in points lost on the Event, excluding the Special Tests. The total number of points lost in the road sections and other penalties will determine the final results.

9.2 The crew with the lowest total in each category will be proclaimed the winner of that category, the next lowest second and so on.

9.3 Ties will first be resolved by "furthest cleanest", or in the event of this not resolving the tie, by a vehicle maneuvering test to be carried out at the end of the event.

10 Disclaimer

10.1 The organisers and the Classic Rally Club Inc accept no responsibility for any damage or injury of any sort as a result of participation in the Event.

11 Awards

11.1 Trophies will be presented for

- | | |
|---------------------|---|
| Masters Category | 1 st , 2 nd , 3 rd |
| Apprentice Category | 1 st , 2 nd , 3 rd |
| Tour Category | 1 st , 2 nd , 3 rd |

The number of trophies may be reduced if there are less than 6 entries in the Category.

12 Anti doping policy

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s).

The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such.

In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.

Appendix 1: Penalties

Breach of Rules

The following breaches of the rules may result in the penalty of "Exclusion".

- Irregularity of crew or vehicle ID
- Road Card alteration

- Intrusion of a Safety Zone

In the event of exclusion from the Event a competitor must withdraw from the Event immediately, remove all rally numbers and forfeit all further privileges of a competitor and all monies or rights associated with the Event.

Breach of Posted Speed Limits

Speeding offences, whether detected by officials or by the police, will result in the following penalty:

- Exceeding the posted speed limit by less than 15 kph 5 points
- Exceeding the posted speed limit by between 15 kph and 30 kph 30 points
- Exceeding the posted speed limit by between 30 kph and 45 kph 60 points
- Exceeding the posted speed limit by over 45 kph Exclusion

Breaches detected by major or passage control time recording will result in the following penalty:

- early arrival at any control 1 point per minute early

Breach of Rally Schedule

The following penalties will apply

- Being late at division start 1 point per minute late, to a maximum of 30 points

A competitor who is more than 30 mins late at a division start will be deemed to have missed the division.

- Loss of, or failure to hand in Road Card 500 points
- Missing a Major control or entering a Major control more times than required by the route instructions 60 points
- Missing a Passage control or entering a Passage control more times than required by the route instructions 30 points
- Missing a VRC 10 points
- Missing a question 15 points
- Entering any control from the wrong direction or being observed by control officials on an incorrect route 20 points
- Noting a VRC or question out of order 5 points
- Finding a VRC or UPC on the wrong route 30 points
- Knocking over a cone in a Safety Zone 100 points
- Carrying a banned electronic device 100 points

Appendix 2: Interpretations

The following notes are provided to assist competitors by providing clarification as to how certain parts of the CAMS Manual will be interpreted in the Event.

Issues	Interpretations
The map is right!	<p>The map is always the point of reference for all instructions. This includes not just the features on the map itself, but also the Legend accompanying it.</p> <p>In practice this means that any word defined in the Legend will have the specific meaning assigned to it there, rather than a more general usage. As an example, if the word 'road' is used in the Route Instructions then that means only what the Legend defines as a road. The Legend differentiates between a road and a track and so a mapped track is not a 'road'.</p>
Via points	<p>A via point is a specific, single point or feature on the map and the instruction referring to it will be preceded by the word VIA</p>
Shortest mapped route point to point	<p>This is the mapped route that takes the shortest distance between each successive via point.</p> <p>However any instructions between via points need not be followed in the order they appear.</p> <p>Note that instructions such as "Cross 3 rivers" means that you must cross 3 rivers while on the shortest mapped route between 2 via points that crosses 3 rivers. It does not mean that each river crossing must be the closest river crossing to the one that precedes it.</p>
Shortest mapped route overall	<p>This is the mapped route that is the shortest route between its start and finish points. Via points and any other point implied in the instructions may be visited in any order.</p>
2mm rule	<p>This rule means that that if any instruction refers to a mapped feature that is within 2mm of another on the map (500m on the ground on a 1:250 000 map), then the instruction must be such that it distinguishes one from the other.</p> <p>By implication if there are two similar features on the ground (e.g. 2 intersections of minor roads) within 500m of each other, then either is correct.</p>
Looping through via points	<p>The NRC implies that the Route should not go through a named point more than once unless it is specified again.</p> <p>However these Supp Regs specifically allow a named point to be visited again without it being named again. If a point is to be visited more than once it will be named on at least the first time it is to be visited.</p>
Wrong Directions (WDs)	<p>These Supp Regs state that if a competitor is seen by a Control official on a route other than the correct route, he may be noted to have entered that Control from the wrong direction i.e. incurred a WD.</p> <p>This simply means that if a Control official in the normal course of his duties notices a competitor on a wrong route, they may impose a WD when the competitor arrives at the Control.</p> <p>It does not mean that officials will be perched in trees with binoculars, nor does it mean that traveling officials (such as the Clerk of Course) will impose WDs.</p>