



Alpine Classic 2009

17 - 18 October 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 Alpine Classic ("the Event") and will be a Touring Road Event with Special Tests. The Event will be conducted on public roads and private property between the Lithgow and Orange districts of New South Wales on Saturday 17 and Sunday 18 October 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. We strongly recommend that crews who are comparatively new to the sport attend the Rally School to be held Wed 23 September 2009. See Section 5. for details.
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 timing and navigation as described in Appendix 1. Ranking will be in order of points lost.

Authority and Permit

1.4 The Event will be conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS, the National Touring Road Event Regulations, the NSW Touring Road Event Guidelines, these Supplementary Regulations and any further regulations or Bulletins issued.

1.5 The Event will be held under CAMS Permit Number **TBA**. The organisers through the CAMS Permit have effected Public Risk Insurance. 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)
Correspondence to:	The Event Secretary	
	5/2 Hamilton Avenue	
	Naremburn NSW 2065	
Email:	alpineclassic@hotmail.com	
CAMS Checker	John Schryver	
Scrutineer	Robert Panetta	
CAMS Stewards	Margaret Brown & Jocelyn Vettoretti	
Clerk of Course	John Henderson	(tel 02 9499 8141, 0408 118 427)
Compliance Checker	Lui MacLennan	
Competitor Relations Officer	John Schryver	
Scorer	John Schryver	

1.6 Alteration, Abandonment or Termination of the Event

The Organisers reserve the right to abandon, alter or terminate the Event at any time.

2. Competitors and Entries

Competitors

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. Entrants 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.

Entries

2.3 Entries must be made on the official entry form and sent together with the entry fee of \$399 to the Event Secretary at the above address prior to the closing date of Friday 18 September 2009.

2.4 The number of entries will be strictly limited to 85. Entries received after this number will be held as reserves. Successful entrants will be notified before 25 September 2009.

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.

Teams

2.6 The Event Secretary will allocate vehicles into teams of three. Teams will be eligible for the Team prize only if all team vehicles finish the Event.

Starting Order

2.7 Vehicles will start in ascending car number order on Saturday. The starting order for Sunday will be the Masters category in reverse number order first, then the Apprentice category in reverse order, then Tour category in reverse order. The starting order for Sunday will be displayed by 7:00 am at the start control. Competitors will leave at one-minute intervals.

Protests

2.8 Protests must be lodged before 6:30 pm on Sunday 18 October 2009 in accordance with NCR Part XII of the CAMS Manual of Motor Sport.

3. Vehicles and Equipment

Eligibility of Vehicles

3.1 Preference will be given to vehicles built prior to 1 January 1980. Other vehicles will be accepted at the organisers' discretion.

Vehicle Condition

3.2 It is the responsibility of 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 Saturday 10 October 2009 between 10:00am and 3:00pm at Pacific Motors, 859 Pacific Highway, Pymble, NSW. Vehicles may also be scrutineered independently by a Bronze or higher CAMS accredited scrutineer. A valid pink slip, completed within one month of the Event is an acceptable alternative to the official scrutineering sheet. Please inform the Event Secretary if you will not be attending Scrutineering.

3.5 Proof of motor vehicle registration and CAMS and civil licences must be shown at Registration. Only in exceptional circumstances and with the prior approval of the Event Secretary will scrutineering be done on the morning of the Event.

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 Event will be conducted over two days. The total length of the Event is approximately 777 kms of which less than 9 kms is on good unsealed roads. Fuel stops will be noted in the instructions.

4.2 Schedule

Entries open	On approval by CAMS of these Supplementary Regulations
Entries close	18 September 2009
Rally School	23 September 2009, 7:30 pm at the Denistone Bowling Club, 59 Chatham St, West Ryde.

Registration and scrutineering 10 October 2009 (See Section 3.4)

Day 1 Saturday 17 October 2009

Start location	Lithgow Primary School, 163 Mort Street, Lithgow. Enter from Eskbank Street.
7:30 - 8:30am	Late scrutineering (only by special arrangement)
8:30am	Competitors briefing
9:00am	First car starts (Lithgow Primary School, Lithgow)

12:00pm First car at lunch
 3:45pm First car finishes (near Orange)
 7:00pm Dinner at the Orange City Bowling Club, 61 Warrendine St, Orange

Day 2 Sunday 18 October 2009

Start location Public Car Park, Orange Civic Centre, Lords Place, Orange
 7:00am Starting list posted at the start control
 8:00am First car starts (Orange)
 12:15pm First car at lunch and Special Tests
 3:30pm First car finishes (Lithgow)

4.3 Presentations 27 October 2009. All 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 All distances will be given in both kilometres and miles. The conversion factor used is 1 km = 0.621miles. The survey vehicle recorded a distance of 5.00 kms at the Distance Check Points on the M4 near Wallgrove Road, Eastern Creek, heading West. It also measured 4.92 km heading west from Lithgow on the Great Western Highway between the signs "**I** 200 m on Right " (just after McDonalds) and "**P** at a 'picnic table' 2 km".

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 (Stick chart) 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
N	North	W	West
RA	Roundabout	XR	Cross road
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.
- 5.16 There will be an Observation (a question or VRC) within the first kilometre of any section of unsealed road on the correct route.

6. Controls and Observation Points - General Provisions

6.1 There will be three types of controls:

- Timed Major Control - "Major"
- Timed Passage Control - "TPC"
- Untimed Passage Control - "UPC"

6.2 The precise location of any control for all timing and distance purposes will be the position of a Control Sign adjacent to the left side of the Route within 10 metres of the road surface and visible on approach in the correct direction of travel. Control Signs may also be placed on other approaches to the control.

6.3 Marker cones around the officials' position some 50 metres beyond a Control Sign will define a Safety Zone. The area between the Control Sign and the associated Safety Zone is known as the control area for that control.

6.4 Officials located in the Safety Zone will carry out all marking of Road Cards. The signature of a Control official must authenticate times entered at Majors and TPCs. The onus is on the competitor to ensure that this is done.

6.5 Any intrusion of a competing vehicle into the Safety Zone or knocking over a marker cone will be penalised. The Organisers will take any incident relating to safety most seriously.

6.6 Vehicles may not be worked on within any control area.

6.7 All controls will be declared open 15 mins before the due entry time (as calculated by the average speed for each stage) of the first car on the Route.

6.8 All controls will remain open until 60 mins after the due time of the last car on the Route unless closed earlier by the sweep car. The finish control at the end of each division will remain open until 90 mins after the due time of the last car.

7. Controls and Observation Points – Specific Provisions

Controls

7.1 All Control Signs will be on a white board displaying a red "M" for a Major Control, a "P" for a TPC or a UPC. VRC signs have further alphanumeric on a "P" board. Samples of the Control Signs will be displayed at the competitor briefing.

7.2 UPCs and VRCs may be located on either the correct or incorrect route.

7.3 Majors and UPCs need not be entered on sight. However 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.

TPCs will be "Enter on Sight" Controls. Competitors may not significantly vary their speed when within sight of a TPC. TPCs will be in place at undisclosed locations on the Route to monitor the speed of competitors on Average Speed Tests.

7.4 Cars may wait before a Major until their due time. Once they pass the Control Sign their time will be recorded. Waiting vehicles must not obstruct either the road or the visibility of the Control Sign.

Observations

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

Timing

7.6 The target check in time for each stage is obtained by adding the time allowed to complete the stage to the time of starting the stage.

7.7 Current minute timing will be used at Major Controls. This means that the time marked on your card for starting and finishing a stage will be the hour and minute that is showing on the digital control clocks at the time your car passes the Control Sign. Seconds are disregarded e.g. 10:23 refers to any time from 10:23:00 and 10:23:59.

7.8 Time of entry into the control and time of exit will be the same time. It will be taken as the vehicle passes the Control Sign. The time of entry into the control and any other details will be recorded by officials located in the Safety Zone which will be located some 50 metres past the Control Sign.

7.9 In exceptional circumstances such as an accident, a Control official may allocate a different time of exit.

7.10 Competitors may nominate an entry time into an end of Division Major that is later than their actual time.

7.11 Competitors may request an early departure time from the beginning of an afternoon division.

8 Average Speed Tests

8.1 Maintained Speed Section Tests will be incorporated in a normal road section open to other traffic. Competitors will be given sufficient information to determine the average speeds required to be maintained during the Test.

8.2 An Average Speed Test will start at a Major control and finish at a TPC. There may be other TPCs during the Test. All TPCs will be at least 5 kilometres from the start. Competitors will be informed at the finish TPC that the Test has concluded.

8.3 The time over the Average Speed Test will be measured to the second. Your start time is at the beginning of your start minute.

9 Special Tests

9.1 Motorkhana Special Tests will be held during the lunch break on Saturday.

10 Late Time

10.1 Competitors will start each division with zero late time. The maximum allowable late time for each control will be 60 mins. The maximum total allowable late time for each division and over the entire day will be 90 mins.

10.2A competitor arriving at a control after their maximum allowable late time may find the control has closed and will be deemed to have missed that control. In such a case, competitors should make every effort to hand in their Road Card to an official as soon as possible.

11 Judges of Fact

11.1 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

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

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

12 Results

12.1 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.

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

12.3 Ties will first be resolved by "furthest cleanest". In the event of this not resolving the tie, placing in the Special Tests will determine the result..

13 Disclaimer

13.1 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.

14 Awards

14.1 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
Special Tests	1 st
Team	1 st

15 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

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
- Being early at a Major control 2 points per minute early
- Being late at a Major control 1 points per minute late, to a maximum of 60 mins

The maximum allowable total late time per division and over the day is 90 mins

- Missing a Major control or entering a Major control more times than require 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 or question 10 points
- Entering any control from the wrong direction 20 points
- Stopping in sight of an 'enter on sight' control 30 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

Average Speed Sections

- Incorrect time: either side of correct time 1 point per 5 seconds or part thereof either side of correct time with an unpenalised allowance of 15 seconds either side of correct time.

Maximum loss in Average Speed sections is 30 points

Special Tests

- Incorrect route Slowest time of day plus 5 seconds
- Touching a cone Plus 5 seconds

The Special Tests will be scored 1 point per finishing place but will not be scored as part of the rally unless a tie-breaker is needed.

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 though 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>