

The
Kosciusko
Classic

6th & 7th March 2010

Supplementary
Regulations

1. Administration

1.1 Nature of the Event

The event will be known as “*The Kosciusko Classic*” herein after referred to as the Event and will be a multi club Touring Assembly. The event will be conducted on public roads in the South Eastern areas of NSW on Saturday 6th and Sunday 7th March 2010

The event will be run in three categories:

Masters,
Apprentices and
Tour.

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

1.2 Authority and Permit

The Event will be held under the National Competition Rules (NCRs) of the Australian Auto Sport Alliance (AASA), these Supplementary Regulations and any Further Regulations issued.

The Event will be held under AASA Permit Number- AASA060310/CRS668

1.3 Promoter

The event will be promoted by- Classic Rally Services, 70 Darwin Dr, Bathurst, NSW, 2795.

1.4 Organising Committee

Clerk of Course: Jeff West, 70 Darwin Dr, Bathurst, NSW, 2795.
A/H Phone: (02) 6331 5342 Mob 0427 263757

Assistant Clerks of Course Tim McGrath, 0419 587 887

Ron Cooper, 0417 285 138

All correspondence to: Classic Rally Services
70 Darwin Dr,
Bathurst,
NSW, 2795

1.5 **Safety Officers:** Margaret Brown and Jocelyn Vettoretti

1.6 Protests

Protests, if any, must be lodged in accordance with the National Competition Rules of the AASA. Protests relating to the event must be lodged within one half hour of the crew booking in at the end of the day.

1.7 Alteration, Abandonment or Termination of the Event

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

1.8 Judges of Fact

The Organising committee and all other event officials shall be Judges of Fact relative to:

- a) All activities and observations at controls
- b) Efficiency of exhaust systems
- c) Observation of quiet zone procedures
- d) Deviation from route including direction of travel
- e) Conduct of crews

1.9 Odometer check

The survey car measured 5.03km over a standard RTA odometer calibration check.

1.10 Event Format

The Event will be conducted over two days in 2 divisions. The total length of the event is approximately 900 kms of which about 10 kms on each day is unsealed. Fuel will not be available at the lunch breaks. However fuel will be available along the entire route at least every 150 -200 km.

2. Crews and Entries

2.1 Crew Members

Crews will consist of a minimum of two people and a maximum not more than the legal seating capacity of the vehicle.

2.2 Licences

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.

2.3 Entries

Entries open on publication of these Regulations and **close on Wednesday 24th February 2010**. The number of entries will be limited to 80. Entries will be accepted in order of receipt.

The entry fee is \$396 incl GST. Entries must be made on the official entry form and sent to the address listed in paragraph 1.4 of these regulations. Cheques should be made payable to “**Classic Rally Services**”. The entry fee is for two crew members per vehicle. The cost of each additional crew member is \$143 including GST.

Entry fee includes:

- a. Rally entry,
- b. One set per car of all official maps and instructions,
- c. One set of car numbers,
- d. Accommodation on a twin share basis on Saturday night,
- e. Lunch and evening meal on Saturday,
- f. Breakfast and Lunch on Sunday.

Changes in the crew and/or vehicle after the acceptance of entry will only be permitted at the discretion of the Clerk of Course. Any crew and/or vehicle that are changed after the start may continue in the event but will not feature in results.

Crews will be placed in the relevant category at the discretion of the Clerk of Course although they are asked to indicate their preference on the entry form.

It is a condition of entry that the car number is affixed to the car at the top of the windscreen on the passenger side. The organisers accept no responsibility for any damage to the car caused by the removal of these items.

2.4 Start and Starting Order

The event will start at the Goulburn Workers Club Sports Arena on Saturday morning and first car will finish back at the same venue at around 3:00pm on Sunday.

Vehicles can start in any order within their category with the Tour category leaving first then the Apprentices and then the Masters on both Saturday and Sunday. All car numbers will be issued at the discretion of the Clerk of Course.

2.5 Crew registration and briefing

Registration will be done at the times listed in Section 4 of these regulations. The following **current** documents must be presented at that time –

A completed scrutineering form

Civil driver's licences for all drivers (See Para 2.2 of these regulations)

Club membership card for all participants.

Original documents must be produced. **PHOTOCOPIES ARE NOT ACCEPTABLE.**

Also the NSW police expect original documentation relating to full and conditional registration to be carried in the vehicle.

NOTE- Please check the currency of your documents several weeks prior to the event to allow time to renew if necessary.

A crew briefing will be held at the start venue at 8:30am Saturday 7th March and at the meal venue on Saturday night at 8:30 pm.

3 Vehicles

3.1 Eligibility of Vehicles

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

3.2 Vehicle Condition

Vehicles will be required to have a safety check carried out within fourteen days prior to the event start by an accredited scrutineer. A completed vehicle safety check form must be presented at event registration. Only in exceptional circumstances and then only with the explicit permission of the Clerk of Course, will any scrutineering be done at the start. If a vehicle has been issued with a logbook then it must be produced at scrutineering. It is the responsibility of the Owner and/or the Driver to ensure the vehicle is in a road-safe condition, both at the start and during the event. A valid pink slip, completed within one month of the event, is an acceptable alternative to the official scrutineering sheet. **This event will cover many mountainous roads so you brakes will need to be in top condition.**

3.3 Compulsory Equipment

Although not compulsory, it is strongly recommended that fire extinguishers and a first aid kit be fitted to all vehicles.

3.4 Banned Equipment

Any device that uses Global Positioning technology or contains electronically stored maps is banned. The use of a mobile phone or radio transmitter, except in case of emergency, is also banned

4 Schedule

Entries open: On publication of these Regulations
Entry form to be accompanied by payment in full

ENTRIES CLOSE- 24th February 2010

Friday 5th March 2010

Location: Goulburn Workers Club Sports Arena
5:00 – 8:00 pm: Registration

Saturday 6th March

Location: Goulburn Workers Club Sports Arena
7:00 - 8:15am: Registration continues
8:30am: Crew briefing
9:00am: First car starts from Goulburn Workers Club Sports Arena
12:30pm: First car to lunch
5:00pm: First car finishes at Laurel Hill
7:30pm: Evening meal at Laurel Hill.

Sunday 7th March

8:00am First car starts from Laurel Hill
11:30pm First car to lunch
2:30pm First car finishes at Goulburn Workers Club Sports Arena

Times indicated for Lunch and Finish each day are approximate.

5 Controls and Observers

5.1 Controls

There will be two types of controls

- a Major controls, and
- b Passage controls

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. 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.

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

No vehicles may be worked upon in the control area.

The marker cones at a control site will constitute a SAFETY ZONE and any intrusion of a 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

5.2 Observers

At certain points around the course there may be observers checking compliance with the instructions. Any crews detected on the wrong route will be given a penalty as listed in Para 7.4. All control officials are deemed to be observers and judges of fact

6 Route Instructions

6.1 For the *Tour* category

For the Tour category, the event will predominately use route charts. Some simple map reading and Tulips may also be used. Abbreviations as per Paragraph 10 of these regulations will be used extensively in this category.

6.2 For the *Masters and Apprentices* category

Instructions may be given in a number of ways and may include grid references for 1:250,000 and 1:100,000 scale maps, tulips, map traces, compass bearings, herringbones, route chart, cross references plus others at the discretion of the Clerk of Course. Any unmapped road that is declared in the instructions is deemed then to be a mapped sealed road. Tulips and herringbone instructions may not show distances between road intersections. Intersections will be deemed to exist for the purpose of unmapped tulip and herringbone instructions only if any of the roads at that intersection have a road/street type name sign or a sign pointing to a specific location with a stated distance.

All reference points will be defined precisely e.g. Parramatta Post Office, Hornsby Railway Station. In the event of no precise point being given, the point will be defined as the centre of a letter underlined in a word e.g. Canberra: where the letter b is underlined, this will be the precise reference point. The route is given and is to be followed along the shortest mapped route (unless stated otherwise), point to point through all given via points, as per the official maps. Dual Carriageways are treated as two separate roads.

Official maps will be provided to crews at registration. Large-scale maps take precedence over small-scale maps unless specifically stated in the instruction to use a particular map. (The smaller the second number of the scale, the larger the scale). Where maps are of the same scale, the order of precedence is in the order that they are declared in the route instructions. Additional maps may be issued with route instructions at various points.

6.3 For all categories

Various cautions will 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 exclamation marks added to the description e.g. Bridge!! This is only a guide and notice should be taken of the route instruction disclaimer.

Any instruction in square brackets is advisory only eg [Yass]. A sign post instruction with two diagonal lines through it indicates that that sign post is on the corner but not pointing in the correct direction of exit.

All controls must be entered and exited according to the directions given in the route instructions. A road may be crossed but not used in the opposite direction in any one day unless specifically stated in the instructions to do so.

Road cards will be issued to all cars at the beginning of a division and each crew is solely responsible for its road card. Officials may, at certain points, retain the current road card and issue a new one.

Various observations must be recorded onto the road card. These include answering questions and or recording information from unmanned controls. Questions may be given in any order. Answers must be spelt correctly. If the answer to a question is found missing by the set up vehicle, an upside down VRC will be placed at the distance. The information on this VRC must be written in the place reserved for the answer to the original question.

All distances will be given in both kilometres and miles. The conversion factor is 1km = 0.621M. Only one set of maps and instructions will be issued per car.

8 Results

Penalties shall be expressed in points lost. The crew with the lowest total in each category shall be proclaimed the winner of that category, the next lowest second and so on.

Ties will be resolved firstly by “Furthest cleanest” and if still tied, then the crew in the oldest vehicle will get the higher placing

9 Awards

Trophies will be presented for:

1st, 2nd and 3rd Outright for Driver and Navigator in the *Masters* Category

1st, 2nd and 3rd Outright for Driver and Navigator in the *Apprentices* Category

1st, 2nd and 3rd Outright for Driver and Navigator in the *Tour* Category

10 Abbreviations

These abbreviations will be used extensively throughout the event, particularly in *The Tour* category.

N:	North	THL:	turn hard left	SP:	signpost
S:	South	TVHR:	turn very hard right	SO:	straight on
E:	East	TVHL:	turn very hard left	FMR:	follow main road
W:	West	RA:	roundabout	FMT:	follow main track
TR:	turn right	XR:	cross road	UM:	unmapped
TL:	turn left	TJ:	‘tee’ junction	KM/H:	kilometre per hour
BR:	bear right	RJ:	road junction	Km:	kilometre
BL:	bear left	RD:	road	M:	mile
KR:	keep right	MPMS:	maximum permitted	GS	grid square
KL:	keep left		maintained speed	GR:	grid reference
THR:	turn hard right	RGR:	road goes right	RGL:	road goes left

11 Saturday evening festivities.

Although this is not strictly relevant to the Supp Regs, but because we will be overnighing at an old jail, prizes will be awarded to the best dressed in the theme of “Infamous people” at the Saturday evening meal.