



April Fools Fun Run – 1st of April 2012

Supplementary Regulations

These Supplementary Regulations supplement the 2012 Cams Manual of Motor Sport
Which is available at www.camsmanual.com.au

A Round of the Classic Rally Club Inc, 2012 Rally Series



1. Administration

1.1 Nature of the Event

The event will be known as “**April Fools Fun Run**” herein after referred to as the Event and will be a single club Touring Assembly. The event will be conducted on public roads in the Southern Highlands of NSW on Sunday 1st of April 2012

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 Confederation of Australian Motor Sport, these Supplementary Regulations and any Further Regulations issued.

The Event will be held under CAMS Permit Number- 212/0104/02

1.3 Promoter

The event will be promoted by- Classic Rally Club Inc, PO Box 2044 North Parramatta NSW 1750

1.4 Organising Committee

Clerk of Course: John Henderson
A/H Phone: (02) Mob 0408 118 427

Assistant Clerks of Course Tim McGrath, 0419 587 887

Ron Cooper, 0417 285 138

All correspondence to: Tony Norman – Event Secretary
16/36 Mobbs Lane
Epping NSW 2121
(H)02 9804 1439 (M) 0402 759 811

1.5 **Stewards:** (Non essential)

1.6 Protests

Protests, if any, must be lodged in accordance with the National Competition Rules of the CAMS. 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 5.01km over a standard RTA odometer calibration check.

1.10 Event Format

The Event will be conducted over one day in 2 divisions. The total length of the event is approximately 360 kms of which about 4% is unsealed. Fuel will not be available at the lunch break. However fuel will be available along the entire route at least every 150 -200 km. We recommend you start the event with a full tank of fuel.

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, as well a minimum 2NS CAMS licence.

2.3 Entries

Entries open on publication of these Regulations and **close on Tuesday 27th of March 2012**. The number of entries will be limited to 50. Entries will be accepted in order of receipt.

The entry fee is \$100 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 Club Inc**”. The entry fee is for two crew members per vehicle. The cost of each additional crew member is \$20 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. Lunch between divisions

Note that the entry fee includes Classic Rally Club membership for the duration of the event for non-members.

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 Mittagong RSL car park at 9am, on Sunday morning and first car will finish back at the same venue at around 4:00pm on Sunday.

Vehicles can start in any order within their category with the Tour category leaving first then the Apprentices and then the Masters, Cars will be started at 1 minute intervals, to provide separation of vehicles on the road. 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, to be organised prior to the day of the event, (See Para 3.2)

Civil driver's licences and Minimum 2NS CAMS licence for all drivers (See Para 2.2 of these regulations)

Club membership card for all participants.(see also Para 2.3 of these regulations)

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. All entrants are required to attend the briefing, which could include advice regarding any route changes, road condition issues etc, that may affect the running of the event.

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 list of scrutineers can be found in the Monthly Club Magazine. 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.

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 can give a global position 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- Tuesday 27th of March 2012

Saturday 31st March 2012

Location: Mittagong RSL Club
7:00pm – 9:00 pm: Registration

Sunday 1st of April 2012

Location: Mittagong RSL Club
7:00am - 8:15am: Registration continues
8:30am: Crew briefing
9:00am: First car starts from Mittagong RSL Club car park (M1)
12:15pm: * First car to lunch (M2)
4:00pm: * First car finishes at Mittagong RSL Club (M4)
* These times are approximate.

Both breakfast and evening meals are available at Mittagong RSL Club.
These will be at entrants cost.

Patronage is suggested since the RSL does not charge for the use of their facilities prior to and after the event. Enjoy a meal after the event and avoid the rush back into Sydney.

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.

No vehicles may be worked upon in the control area. Move out of the control area (between the cones) after having your Route card stamped/signed by the control officials.

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.

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.

6.2 For the *Masters and Apprentices* category

Instructions may be given in a number of ways and may include, 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. “U” turns are not permitted on Dual carriageways.

Any specified via location may be visited again without being specified again, but only after visiting it first as specified in the Route Instructions.

Official maps will be provided to crews at registration. Town maps may also be attached to Route Instructions.

Further information and instructions may be provided at Registration and /or issued to entrants at the start of each division.

6.3 For all categories

Abbreviations as per Paragraph 10 of these regulations will be used extensively in 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 division 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. 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.

Crews observed by control officials on an incorrect route will have the letters “IR” placed on their road card upon arrival at the control. This will only be done by control officials positioned at a location for the full duration of the passing of the event. The penalty is the same as a “WD”.

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 by a driving test.

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	RGR:	road goes right
W:	West	FMR:	follow main road	RGL:	road goes left
TR:	turn right	FMT:	follow main track	XR:	cross road
TL:	turn left	KM/H:	kilometre per hour	RA:	roundabout
BR:	bear right	RJ:	road junction	Km:	kilometre
BL:	bear left	RD:	road	M:	mile
KR:	keep right	TJ:	A junction entered	RS:	Railway Stn
KL:	keep left		from the base of a T		
THR:	turn hard right	UM:	unmapped		

11 Alcohol and drugs

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.