



4TH – 5TH NOVEMBER 2017

A ROUND OF THE CLASSIC RALLY CLUB INC.

2017 CHAMPIONSHIP SERIES

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations supplement the 2017 CAMS
Manual of Motor Sport

(which is available at <https://www.cams.com.au>)

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2 Administration

2.1 The Event

- 2.1.1 The Event will be known as the 2017 Alpine Classic (“the Event”) and will be a Club Touring Road Event with Special Tests. The competition phase of the Event will be conducted over two days on public roads and on private property in the vicinity of Yass and Tumut, in the western Alpine districts of New South Wales on 4th - 5th November 2017.

The Event will be run in four categories:

- Masters: for experienced Crews who accept a higher level of challenge.
- 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. A small amount of simple mapping may be used.
- Social Tour: for Crews who will be provided with the same instructions as those competing in the Tour category but who are not competing and do not require a CAMS licences. The Social Tour will be run as a separate non-competition event in conjunction with the Event.

- 2.1.2 Crews will lose points associated with errors and/or omissions as described in Section 16 Penalties and Masters, Apprentice and Tour crews will achieve a ranking in order of points lost.

2.2 Authority and Permit

- 2.2.1 The Event will be conducted under the International Sporting Code of the FIA, the National Competition Rules (NCR) of CAMS, the National Rally Code (NRC), the CAMS Touring Road Event Regulations (TRER), these Supplementary Regulations and any further regulations or Bulletins issued.

The Event will be held under CAMS Permit Number **217/0511/01**. The organisers through the CAMS Permit have implemented Public Risk Insurance. Personal Accident Insurance will be implemented by the purchase of a CAMS Licence. Insurance for the Event shall be in accordance with Appendix I of the CAMS Manual of Motor Sport.

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the Event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au

The Event Organisers recommend that Social Tour entrants consider taking out their own Personal Accident Insurance and that all participants check their motor vehicle insurance policies for inclusion of this type of activity.

- 2.2.2 The Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au

2.3 The Organising Committee

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

Clerk of Course	John Cooper	Phone 0414 246 157
Event Secretary	Ross Warner	Phone 0409 810 553
Event Director	Ross Warner	
Correspondence to:	Event Secretary	
	P.O Box 648	
	Padstow NSW 2211	
Email:	alpineclassic@hotmail.com	
Scrutineers	Robert Panetta	Phone 0418 963 091
	Wayne Paterson	Phone 0418 200 949
Alternative scrutineers	http://www.classicrallyclub.com.au/rallying_scrutineers.htm	
CAMS Stewards	Glen Innes & Gary Maher	
Results Manager (Chief timekeeper)	Lui MacLennan	
Assistant timekeeper	Ross Warner	

2.4 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 NCR59.

2.5 Disclaimer

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.

3 Crews and Entries

3.1 Crews

3.1.1 Crew Members

A Crew is defined as being two persons as defined in the NCRs 44 and 45.

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. There is an additional fee for each passenger as defined in Section 3.2.1

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.

3.1.2 Licences

The Driver/s and each other Crew member aged 18 years and older must hold, as a minimum, a valid Level 2NS licence. Crew members over 12 and below the age of 18 must hold, as a minimum, a valid Level 2NSJ licence.

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.

Drivers in the Social Tour need only have 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 registration will be required to sign a declaration to the effect that they will not drive the car during the Event.

3.2 Entries

3.2.1 General

Entries must be made on the official entry form and sent together with the entry fee for a two person Crew of \$500 to the Event Secretary either by email or by mail to the above address prior to the closing date of Friday 6th October 2017. An additional fee of \$ 170 per passenger applies.

Cheques should be made payable to "The Classic Rally Club". Electronic Funds Transfer (EFT) details are provided on the official entry form.

Should any Crew withdraw from the Event more than 7 days prior to the start, \$250 of the entry fee will be refundable. After that time, the entire entry fee will be non-refundable.

The number of entries will be strictly limited to 80. Entries received after this number will be held as reserves. Successful Crews will be notified before 13th October 2017. Organisers reserve the right to refuse any entry in accordance with NCR 83.

Entry fee includes:

- a. Event entry.
- b. One set per car of all official maps and instructions.
- c. One set per car of competition numbers.
- d. Lunches Saturday and Sunday.
- e. Breakfast and Dinner on Saturday.
- f. Accommodation on Saturday night (which will be allocated on a "First come, First Served" basis).

3.2.2 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.

3.2.3 The Event organisers will allocate car numbers based on competition category (Masters lowest, then Apprentice, then Tour and then Social Tour), the order in which entries are received and seeding, where Car No.1 will be allocated to the highest ranked Masters navigator from the previous year's event.

3.3 Starting Order

Vehicles will start in ascending car number order on Saturday and Sunday. Crews will leave the start control at one-minute intervals.

3.4 Protests

Protests must be lodged before 6:30 pm on Sunday 5th November 2017 in accordance with NCR Part XII of the CAMS Manual of Motor Sport.

4 Vehicles and Equipment

4.1 Eligibility of Vehicles

4.1.1 All registered road legal vehicles will be eligible for entry into the Event.

4.1.2 Preference will be given to vehicles built prior to 1 January 1987. Other vehicles will be accepted at the organisers' discretion.

4.1.3 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.

4.2 Recommended Equipment

4.2.1 Although not compulsory the following are strongly recommended:

- Fire extinguishers.
- First aid kits.
- Safety triangles.

A mobile phone should be carried, but may only be used to make calls in the case of an emergency, or to allow contact with the Event Organisers.

4.3 Banned Equipment

4.3.1 The carriage in the vehicle or use of the following are banned:

4.3.2 Any device that uses Global Positioning technology to show a location on the surface of the earth or to give information to derive such a location and/or contains electronically stored maps.

5 The Event

5.1 Brief Description

The Event will be conducted over two days. The total length of the Event is approximately 950 km of which only approximately 15km is good unsealed road. Fuel availability will be noted in the instructions.

5.2 Schedule

5.2.1 Entries open: on approval by CAMS of these Supplementary Regulations (at which time the pre-competition phase of the Event commences)

5.2.2 Entries close: 6th October 2017

5.2.3 Registration and scrutineering: between 10:00am and 2:00pm on the 28th October 2017 and again between 5:30pm and 7:00 pm on Friday 3rd November 2017 (Refer to Section 6.1) Also note the option for remote registration and scrutineering (Refer Entry Form).

5.2.4 Official's briefing: 7:00pm to 7:30pm Friday 3rd November 2017.

5.2.5 Day 1 Saturday 4th November 2017

Start location Yass Primary School, Grampian St, Yass NSW 2582. Enter from the southern carpark entry,

7:30 - 8:30am Late scrutineering and registration (only by special arrangement)

8:30am Crew briefing

9:01am First car starts (Yass Primary School, Yass)

12:00 noon First car at lunch - approximate

4:30pm First car finishes (at Tumut) - approximate

7:00pm Dinner at Tumut

5.2.6 Day 2 Sunday 5th November 2017

Start location	Tumut NSW
8:01am	First car starts (Tumut)
12:30pm	First car at lunch - approximate
4:30pm	First car finishes (Yass) - approximate

5.3 Presentations

Presentation will be on 28th November 2017. 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. Any awards not collected on the night will be posted.

6 Registration and scrutineering

6.1 Location

6.1.1 Registration and scrutineering will be held 28th October 2017 as noted in Section 5.2 at either;

- 1) Westco Building Consultants, 29/29 Coombes Drive, Penrith NSW, or
- 2) On 3rd November 2017 at Room 2, the 264 Comur St, Yass NSW 2582, or
- 3) Note the option for remote Registration and Scrutineering (Refer Entry Form).

6.2 Scrutineering requirements

6.2.1 Vehicles may also be scrutineered independently by a Bronze or higher CAMS accredited scrutineer. A valid pink slip (or eSafety Check), completed within one month of the Event is an acceptable alternative to scrutineering; however a valid scrutineering sheet must be completed with the roadworthiness details omitted and signed in the required location by the owner.

6.2.2 Crews who intend to compete for the Alpine Cup must also complete the section of the scrutineering form relating to the automatic average speed measuring capabilities of their distance measuring equipment. If the submitted scrutineering form omits the necessary information, the crew will be excluded from competing for the Alpine Cup.

6.2.3 Please inform the Event Secretary if you will not be attending Scrutineering. Only in exceptional circumstances and with the prior approval of the Clerk of Course will scrutineering be done on the evening prior or on the morning of the Event.

6.3 Registration requirements

6.3.1 CAMS and civil licences must be shown at Registration. Where crews are not able to attend Registration the week before the event, certified copies of all crew members CAMS and Civil licences (as applicable) may be provided in the form of signed photocopies (if attached to the entry form or in person) and or scanned documents in pdf (if via email).

6.3.2 Crews are warned that failure to attend Registration and Scrutineering with the appropriate documentation will incur penalties as described in the pre-competition Stage of the Event in accordance with Section **Error! Reference source not found.** Consequently Crews are advised to check the currency and suitability of their documentation several weeks before registration.

7 Route Instructions

7.1 General

7.1.1 Different instructions will be provided for Masters, Apprentices and Tourers. The Route may also differ for each category.

- (a) Tour instructions will generally be provided as Route Charts however a small amount of map reading and or plotting may be included.
- (b) Masters and Apprentices instructions will require Crews to plot a Route using the supplied maps. Apprentice instructions will include additional information intended to reduce the level of difficulty.

7.1.2 Road Cards will be issued to all crews at the beginning of a Division and each Crew is solely responsible for its Road Card. Crews must surrender the Road Cards to officials at certain Controls.

7.1.3 All 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 km over a standard RMS Distance Check.

7.2 Navigation and Maps

- 7.2.1 Information used to derive the correct course shall be taken from documents in the following order of precedence:
1. Written alterations to the Route Instructions issued during the course of the Event.
 2. Route Instructions.
 3. Bulletins in reverse order of date issue.
 4. These Supplementary Regulations.
- 7.2.2 Only one set of maps and instructions will be issued to each crew on each day.
- 7.2.3 NRC Regulation 2.24(a) is replaced as follows “Shortest mapped route VIA to VIA: that route which derives from travelling the shortest mapped route between successive VIAs as numbered without using any portion of the section in opposing directions. Where it is required that Crews derive a course between VIAs that visits Specified Locations, then it is permitted to visit these Specified Locations in any order, including overlapping instructions, unless a specific sequence is implied by words or phrases such as “then”, and/or “followed by” between the Specified Locations.”.
- 7.2.4 The Route is to be followed along the shortest mapped route VIA to VIA (unless stated or implied otherwise in the Route Instructions) through all given VIA points and or Specified Locations according to the official maps.
- 7.2.5 The Route Instructions may use any of the mapping reference conventions as shown on the official maps. Any definition or word usage in the official maps’ Legend takes precedence over common usage. The maps and their legends are deemed to be correct.
- 7.2.6 All instructions given refer to how roads, features etc. appear on the official maps unless otherwise stated.
- 7.2.7 For the purposes of the Event, Regulation 2.22(b) of the NRC is amended as follows; Delete “at an appropriate odometer reading”, and add a new subclause 2.22(b)(vii) – “An intersection will be deemed to exist for the purpose of unmapped tulip instructions if any of the roads at that intersection have a name sign or a sign pointing to a location.”
- 7.2.8 For the purposes of the Event, Regulation 2.31 of the NRC is amended as follows; “**2.31 VIA:** A Map Reference through which Crews are required to pass”.
- 7.2.9 For the purposes of the Event, an additional Regulation 2.44 is to be inserted into the NRC as follows; “**2.44 SPECIFIED LOCATION:** A Map Reference through which Crews may be required to pass. Where it is required that Crews derive a course between VIAs that visits Specified Locations, then it is permitted to visit these Specified Locations in any order, unless a specific sequence is implied by words or phrases such as “then”, and/or “followed by” between the Specified Locations.”.
- 7.2.10 For the purposes of the Event, Regulation 2.22(d) of the NRC is amended as follows; Map References - Locations on the official maps that are explicitly specified in the Route Instructions and which may be defined by;
- (a) Grid references for 1:250 000 and 1:100,000 scale maps , or
 - (b) Features on the maps, including precisely defined points (e.g. **Parramatta Post Office**), the centre of a letter in a word or name (where in the Route Instructions, that letter is bold and underlined – e.g. Canberra), or
 - (c) Map traces (which may be represented in the Route Instructions in any orientation and or scale), or
 - (d) Compass bearings, or
 - (e) Herringbones (stick charts) where instructions may not show distances between road junctions and an intersection will be deemed to exist for the purpose of an unmapped herringbone instructions if any of the roads at that intersection have a name sign or a sign pointing to a location, or
 - (f) Clock-reference, or
 - (g) Other method at the discretion of the Clerk of Course.
- 7.2.11 For the purposes of the Event, the abbreviations provided in Regulation 4.3 of the NRC are amended or clarified as follows;

FCOR	Free Choice Of Road	RS	Railway Station	SMR	Shortest Mapped Route
GL	Grid Line	RW	Railway Line	SW	Southwest

mi	mile	SE	Southeast	
NE	Northeast	TJ	is a RJ where the road at the top of the “Tee” is straight in the vicinity of the junction, and the stem of the “Tee” may join with the straight road at any angle, and where the Crew must enter the junction from the stem of the “Tee”.	
NW	Northwest			
RA	Roundabout			

- 7.2.12 Blue grid lines on the official maps are deemed to run N/S, E/W unless implied otherwise in the Route Instructions.
- 7.2.13 Where the Route Instructions define the Route as “passing”, “keeping” or “leaving” a Map Reference on the left or right, the Map Reference will be within 2 km and at a right angle to a road that is being traversed in the correct direction of travel (not while turning in a RJ). e.g. “Leave 3 railway stations on your left” means that each of the 3 railway stations will be mapped within 2 km at right angles to the Route and will be mapped on the left in the correct direction of travel. Once “passed” or “left” on one road, the same mapped feature will not be considered to be “passed” or “left” again unless the Crew has travelled onto a different road.
- 7.2.14 Any VIA may be visited again without being specified again, but only after first visiting it as specified in the Route Instructions. Specified Locations described between VIA’s may be visited before being specified.
- 7.2.15 Where a road on a map is intercepted by any name or map symbol, then it shall be deemed to join up underneath that name or symbol as a mapped road.
- 7.2.16 Where the Route Instructions require that a Map Reference be “crossed”, the organisers consider that the Map Reference must be visible on both sides of the road that crosses the Map Reference. Where a Map Reference runs along the road but is not visible on both sides, the organisers do not consider that this road crosses the Map Reference.
- 7.2.17 Adequate identification or clarification of the direction intended to be taken as prescribed by NRC Regulation 4.4 (f) will be considered to be given where the angles and/or bends and/or number of roads and/or orientation and/or topographical features are similar to a road, road junction, or location on the ground.
- 7.2.18 The requirements of NRC Regulation 4.1(b) do not apply to the Event. Where instructions are issued to Crews at the Control, time has been included for plotting and or the initial direction of exit from the Control will be in the form of a Route Chart.
- 7.2.19 All Controls and RJs must be entered according to the direction given or implied in the Route Instructions.
- 7.2.20 For each Section, maps will be named in order of priority.
- 7.2.21 Official maps will be provided to Crews at the start of each day or as required. These will be sufficient to complete the Event. Crews may use additional maps if they wish.
- 7.2.22 For the purposes of the Event, NRC Regulation 7.7(a) is supplemented with the additional subclauses “(iii) if expressly allowed in the Route Instructions. (iv) the Route is on dual carriageway.”, and NRC Regulation 7.7(b) is deleted.
- 7.2.23 Only mapped roads or “deemed mapped roads” are to be used. Unmapped Roads may only be used if deemed as “mapped” for that Division.
- 7.2.24 Unmapped Roads shall be deemed as “mapped” roads where this is defined by some method in the Route Instructions and/or where the two extremities of the Unmapped Road are identified in the Route Instructions and or where Route Chart Instruction is provided. All roads thus specified are, once used, deemed to be “mapped” for the entire Event.

8 Controls, Observation Points and Timing - General Provisions

- 8.1.1 Controls in accordance with NRC Regulation 2.5 will be used to maintain the Event schedule and to record Crew’s performance.
- 8.1.2 The precise location of any Control for all timing and distance purposes will be the position of a Control Board 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 Boards may also be placed on other approaches to the Control.
- 8.1.3 Marker cones around the officials’ position some 50 metres beyond a Control Board will define a Safety Zone. The area between the Control Board and the associated Safety Zone is known as the Control area for that Control.
- 8.1.4 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 Major Controls and Passage Controls. The onus is on the Crew to ensure that this is done.

- 8.1.5 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.
- 8.1.6 Vehicles may not be worked on within any Control area.
- 8.1.7 All Controls will be declared open 10 mins before the due entry time (as calculated by the allowed time for each Section) of the first car on the Route.
- 8.1.8 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, or if all Crews have arrived at that Control. The finish Control at the end of each Division will remain open until 90 mins after the due time of the last car unless closed earlier by the sweep car, or if all Crews have arrived at that Control.
- 8.1.9 In order for a Crew to be considered to be on an incorrect road, that Crew must have travelled on a mapped or deemed mapped road for a minimum distance equivalent to 2mm in length on the map that details the area of the road used (0.5 km on a 1:250,000 scale map or 200 m on a 1:100,000 scale map). Any Masters or Apprentice Crew found to be travelling on an Unmapped road shall be deemed to be on an incorrect road.

9 Controls, Observation Points and Timing – Specific Provisions

9.1 Controls

- 9.1.1 All Control Boards will be on a white board displaying red letters and or numerals; “M” for a Major Control, a “P” for a Passage Control. VRC signs have further alpha/numeric on a “P” board. Samples of the Control Boards will be no display at the Crew briefing. Redirection Boards may be used where a mapped road cannot be entered and at other locations at the discretion of the organisers. These are “Z boards”, a form of VRC with a large “Z” and an additional alpha/numeric identifier. Masters and Apprentice Level Crews should record the Z and the identifier in the appropriate location on their Road Card (Tour Crews should not record ‘Z boards’). Appropriate redirection instructions relating to a Z board will be provided with the route instructions. Note that in the Event Z boards may be used in various situations, including; at road realignments, or when clearly mapped roads on the Event Route no longer exist, or are now impassable, or the Director does not want Crews to continue on the road ahead.
- 9.1.2 Passage Controls, VRCs and Redirection (Z) boards may be located on either the correct or incorrect Route. All correct VRCs on the correct Route will be on the left hand side of the road in the correct direction of travel. Redirection ‘Z boards’ may be on either side of the road, their placement being dependent on the location or nature of the road that is not to be used, and where possible will be displayed at right angles to the road direction that they are used to mark. ‘Z boards’ will not apply to Tour Level Crews and should not be recorded.
- 9.1.3 Major Controls displaying the “M” board need not be entered on sight unless the Route Instructions specify otherwise. Where the Route Instructions imply that a Major Control is to be “entered on sight”, Crews may not significantly vary their speed within sight of the Control, except to slow to a safe speed immediately before the Control. Any Crew seen by a Control Official on an Incorrect Road may be noted to have entered that Control from the wrong direction and at the time that they were first noticed on the Incorrect Road.
- 9.1.4 Passage Controls displaying the “P” board will be "Enter on Sight" Controls. Crews may not significantly vary their speed within sight of a Passage Control, except to slow to a safe speed immediately before the Control. Passage Controls may be at undisclosed locations on the Route to monitor the progress of Crews on Maintained Speed Tests. Any Crew seen by a Control Official on an Incorrect Road may be noted to have entered that Control from the wrong direction and at the time that they were first noticed on the Incorrect Road.
- 9.1.5 Unless otherwise noted in the Route Instructions, or nominated as an “enter on sight Control” in the Route Instructions, vehicles may wait in sight of a Major Control until their due time. Once they pass the Control Board their time will be recorded. Waiting vehicles must park safely so as not to obstruct either the road or the visibility of the Control Board.
- 9.1.6 Under no circumstances should any vehicle be stopped in a position that would obscure the visibility of any Control Board, VRC or Z board to other Crews.
- 9.1.7 At the discretion of the organisers, multiple VRC boards may be located such that a double penalty is assigned to areas considered to be of particular navigational challenge (and this should not be considered by crews as “Double jeopardy”).

9.2 Questions and Observations

- 9.2.1 All answers to questions will be on the left hand side of the road in the correct direction of travel unless noted otherwise in the instructions.
- 9.2.2 Questions may be given in any order.

- 9.2.3 NRC Regulation 2.13 OBSERVATION is modified such that observations and questions may be located at any point at the discretion of the Event Organisers.
- 9.2.4 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 along the Route in the spaces provided on the Road Card. If the answer to a question is missing, or when instructed by the Event Organisers, the Setup Official will place a VRC board upside down at the location where the answer should have been. Write the VRC alpha/numeric in the appropriate question space on the Road Card the correct way up.
- 9.2.5 There will be an Observation (a question or VRC) visible within the first kilometre of any section of actual unsealed road on the correct Route. This does not apply to roadworks, or in locations where the unsealed road is continuous after a sealed road where an observation was placed without an opportunity to turn off the sealed road onto a mapped before the road becomes unsealed.

9.3 Timing

- 9.3.1 The target check in time at the end of each Section is determined by either; 1) adding the time allowed in the instructions to complete the Section to the starting time of the Section, or 2) by travelling at the required Overall average speed as noted in the Route Instructions until arriving at a Passage Control or a Major Control at the end of an Average speed section.
- 9.3.2 Current minute timing will be used at Major Controls (other than those designated as "Enter on sight" Controls, in which case timing to the second shall be used). Current minute timing 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 Board. Seconds are disregarded e.g. 10:23 refers to any time from 10:23:00 and 10:23:59.
- 9.3.3 Time of entry into the Control and time of exit may not necessarily be the same time. Entry time will be taken as the vehicle passes the Control Board, or at "on foot" controls when the driver puts the road card on the desk in front of the appropriate control official. The time of entry into the Control and any other details will be recorded by officials located in the Safety Zone.
- 9.3.4 In some circumstances (such as an accident or where there is a delay on the route), more than one vehicle may reach a Major Control on the same minute, a Control Official may hold Crews in Control and allocate a different time of exit.
- 9.3.5 Crews may nominate an entry time into an end of Division Major Control that is later than their actual entry time, but this may only be done if officials have signalled the Crew to enter the Major Control early. Crews must wait outside of the Division Major Control before officials may signal early entry into the Control. Crews that enter the Control without being signalled to enter early or fail to nominate a later time will be marked as having entered the Control at the time they pass the Control Board.
- 9.3.6 Crews may request an early departure time from the beginning of an afternoon Division, but this may not be less than 30 minutes after the Crew's actual arrival time at the end of the previous Division. Control Officials will do their best to accommodate Crews who have made this request.

9.4 Average Speed Sections

- 9.4.1 Overall Average Speed and Maintained Speed Tests may be incorporated on roads open to other traffic. Crews will be given sufficient information to determine the average speeds required to be sustained during the Tests.
- 9.4.2 An Average Speed Test will start at a Major Control and finish at a Passage Control or Major Control. There may be Passage Controls during the Tests. All Passage Controls will be at least 5 kilometres from the start. Where a Maintained average speed section test concludes at a Passage Control, Crews will be informed at the Passage Control that the Maintained average speed section test has concluded. Where a Maintained average speed section test concludes at a Major Control, Crews need not be informed that the Maintained average speed section test has concluded.
- 9.4.3 The time over a Maintained speed section test will be measured and scored to the second as described in 16.5 Maintained average speed sections. Your start time is at the beginning of your start minute.

9.5 Late Time

- 9.5.1 Crews will start each Day with zero Late Time. The maximum allowable Late Time for each individual Section will be 30 minutes. The maximum total allowable Late Time for each Division and over the entire day will be 90 minutes.
- 9.5.2 A Crew 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, Crews should make every effort to hand in their Road Card to an official as soon as possible.

9.6 Special Tests

One or more Special Test's will be conducted during the event. Details of the nature of the Special Test will be provided in the Route Instructions.

10 Judges of Fact

10.1.1 Event Officials are deemed to be Judges of Fact in relation to:

- Time of arrival and departure from Controls.
- Significant variation of speed on approach to an "Enter on Sight" Control.
- Direction of entry and exit at Controls.
- Observation of quiet zone procedures.
- Deviation from Correct Route.
- Conduct of Crews including speeding.
- Sound attenuation of exhaust systems.

10.1.2 Private radar will be used to monitor Crew conduct on public roads. Penalties will be imposed as noted in Section 16.1 Breach of Rules.

11 Results

11.1 General

11.1.1 Penalties will be expressed as points lost on the Event. The total number of points lost throughout the registration process, in the road Divisions and other penalties will determine the final results.

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

11.1.3 Ties in all categories may be resolved by placing in a Special Test.

12 Disclaimer

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.

13 Awards

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 Test	1 st

Social Tour rewards will be presented at the discretion of the Event Director

Perpetual "ALPINE CUPS" will be awarded to the highest placed Masters or Apprentice Crew in accordance with the appropriate requirements as described in Section 15

14 Drug Policy

14.1 Use of prohibited substances

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 and 145B of the CAMS Manual of Motor Sport. In addition, the persons concerned will be subject to the articles of the Standard Operating Procedure for Alcohol Testing, the CAMS Anti-Doping Policy and the CAMS Illicit Drugs in Sport (Safety Testing) 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).

14.2 Other prohibited substances

The CAMS Anti-Doping Policy, as appears in the CAMS Manual of Motor Sport, and as amended from time to time, 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 apply. Additionally, in any areas where the National Competition Rules and the CAMS Illicit Drugs in Sport (Safety Testing) Policy conflict, the CAMS Illicit Drugs in Sport (Safety Testing) Policy will apply.

14.3 Alcohol, drugs and other substances

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

15 The ALPINE CUP - Scoring.

The ALPINE CUP will be awarded to the Masters or Apprentice Level Crew that achieves the lowest score when considering the following weighting factors that are used to encourage the use of older vehicles and more traditional navigation equipment.

Age of car Weighting Factor (AWF) = $100 - (\text{Current year} - \text{year of manufacture})$

Navigation Equipment Weighting Factor (NEWF) = 1 for trip meter devices that cannot automatically calculate average speed or the car's original mechanical odometer. 2 for trip meter devices that are capable of automatic calculation of average speed.

Example 1;

For the 2015 event, a 1955 MGA would have attracted an AWF calculated as $100 - (2015 - 1955) = 40$. If that car had been fitted with an electronic trip meter capable of automatically calculating average speed, then it would have attracted a NEWF of 2 and therefore the overall weighting factor multiplier would have been $2 \times 40 = 80$.

Example 2;

For the 2015 event, a 2010 Ford Falcon would have attracted an age AWF calculated as $100 - (2015 - 2010) = 95$. If that car had been fitted with a trip meter incapable of automatically calculating average speed, then it would have attracted a NEWF of 1 and therefore the overall weighting factor multiplier would have been $1 \times 95 = 95$.

The Crew's overall Event score will be scaled by the overall weighting factor multiplier to arrive at their ALPINE CUP score, and the lowest ALPINE CUP score for the Event will be awarded this prestigious accolade.

16 Penalties

The following penalties replace those detailed in Section 6.2 of the NRC.

16.1 Breach of Rules

16.1.1 General

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.
- Unsportsmanlike conduct.

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

16.1.2 Breach of Posted Speed Limits

Speeding offences whether detected by officials or police will result in a penalty of 1 point per km/h over the posted speed limit. Where the offence is detected by the event officials speed detection device a tolerance of 10% of the posted speed will be allowed before penalty.

Any Crew detected travelling at a speed that exceeds the posted speed by more than 45 km/h (with the 10% speed tolerance accounted for) shall be excluded from the Event.

16.2 Breach of the Event Schedule

The following penalties will apply

Breach	Penalty
Loss of, or failure to hand in Road Card.	500 points.
Being late at Division start.	1 point per minute late, to a maximum of 30. (A Crew who is more than 30 mins late at a Division start will be deemed to have missed the Division.)
Being early at a Major Control.	2 points per minute early.
Being late at a Major Control.	1 point per minute late, to a maximum of 60 (after which the Control is deemed to have been missed.) The maximum allowable total Late Time per Division and over the day is 90 minutes. If a Crew's Late Time is exceeded, they will be deemed to have missed subsequent Major Controls on that day.

16.3 General Penalties

The following penalties will apply:

Breach	Penalty (each instance)
Missing or not providing the correct answer to a question on a correct road.	15 points.
Recording the answer to a question based on an observation on an incorrect road.	30 points.
Noting a question out of order, or in the incorrect location on the Road Card.	5 points.
Missing a VRC or Z board on the correct route.	15 points.
Entering any Control from the wrong direction.	30 points.
Stopping / excessive slowing in sight of an 'enter on sight' Control.	Recorded time at Control will be the time that the Control Officials notice the excessive reduction in speed or stopping.
Noting a VRC out of sequence on the Road Card.	5 points.
Finding a VRC, Z board or UPC on the wrong Route (incorrect road).	30 points.
Recording a VRC and or Z board on the correct route more times than required.	15 points.
Missing a Major Control or entering a Major Control more times than required by the Route Instructions.	60 points.
Missing a Passage Control on the correct route or entering a Passage Control more times than required by the Route instructions.	30 points.
Using a banned electronic device.	100 points.

16.4 Overall average speed sections

Being early at a Major Control.	As per Breach of the Event Schedule.
Being late at a Major Control.	As per Breach of the Event Schedule.

16.5 Maintained 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 un-penalised allowance of 15 seconds either side of correct time.
Maximum loss of points associated with timing penalties in a Maintained average speed sections is:	30 points.

16.6 Special Tests

Incorrect Route (where applicable).	Slowest time of day plus 5 seconds.
Touching a cone or marker.	

The Special Tests will not be scored as part of the Event unless a tie-breaker is required, in which case the higher placed Crew will have the advantage.

17 Event Review

An "Event Review" is not considered to be a Protest as defined in NRC Regulation 6.7. An Event review may be requested by Crews in writing at any time during the Event and up until 1 hr after the last Crew has arrived at the end of the last Division.

In the event that a Crew formally requests an Event Review, the Event organisers will consider the written request and the details that are the subject of the Event Review. The provisional results may not reflect the results of the Event Review, however the final results will reflect any re-scoring that may result from an Event Review request.

18 ALPINE CLASSIC SCRUTINEERING FORM

Car No. (Official use only)

Entrant

Registration Number

Car Make Model Year of manufacture

Electronic distance measuring with automatic average speed calculation YES / NO.

Instrument Make / Model

Vehicle registration label : in place and current (if historic) (tick – pass, cross – fail)

Seat belts – all Crew places : in sound condition

Lights : low beam / high beam / brake / /

Brakes : pedal pressure maintained / hand brake functional /

Horn : operable

Wipers : working, and rubbers good condition

Steering : steering wheel secure, no excessive play

Tyres : in good order

Battery : securely mounted

No excessive oil leaks – oil from engine, transmission, diff etc.

Cooling system : nil leaks

Fuel system : nil leaks

Exhaust system : secure, no leaks, meets noise specs

For cars which have these items fitted

Indicators : left / right / Reversing light / /

I certify that I am the owner of this vehicle and I will ensure that it is roadworthy and has valid registration for the duration of the Alpine Classic.

.....

.....

Name (Please print)

Signed

The items listed below must be attended to and will be checked prior to the Event:

.....
.....

.....

.....

Name (Please print)

Signed (Scrutineer)

CAMS Official Licence No:

Passed? Yes /No

Re-checked by: (sign) _____ on _____ Name: _____

Passed? Yes /No

