

## RALLY / ROAD

### RALLYSPRINT STANDING REGULATIONS

Modified Article	Date of Application	Date of Publication

#### 1. RALLYSPRINT

- (a) A Rallysprint is a non-special stage rally in accordance with NRC 1.43.
- (b) A Rallysprint may be held on closed or private roads of sealed and/or unsealed surface/s.
- (c) The course may consist of up to two separate sections, each being no longer than 8km. Each section may be traversed in both directions, making a maximum of four stages. Each stage may be attempted a maximum of three times (i.e., three runs on each stage). Where the risk profile of the event does not change an organiser may make application to CAMS to vary the number runs and length of sections providing the total distance does not exceed 96kms.
- (d) Competitors must start each section from a standing start under the vehicle's own motive force, and must complete the section in a reasonable time, as determined by the Clerk of the Course, their nominee or as specified in the Supplementary Regulations without assistance from other vehicles.
- (e) Any road which is normally open to the public and which is defined as a "highway" or "public road" by a government authority, must be legally and physically closed to the public for the duration of the event.
- (f) These regulations must be read in conjunction with the National Rally Code. Where an inconsistency exists these regulations shall apply only to the extent of the inconsistency.

#### 1.2 TYPES OF RALLYSPRINT

A Rallysprint shall be categorised as one of two types:

##### (a) STAGE 1 (S1) RALLYSPRINT:

A S1 Rallysprint is an introductory motorsport competition. Crew and vehicle eligibility are intended to be flexible with the objective to provide an avenue for new competitors and those from other introductory motorsport disciplines, e.g. Autotest and Speed Event, to participate in a rally-structured competition. Crew and Vehicle eligibility for S1 events are described in Article 6 and Article 8 of these regulations.

- (i) A S1 Rallysprint may be conducted on sealed, unsealed or mixed surface. Where an event is run on a mixed surface, the Supplementary regulations shall state whether the event is a sealed or unsealed surface event depending upon which surface type is predominant by over 50% of the course.
- (ii) A S1 Rallysprint must be conducted at a venue that is subject to a Rallysprint Venue Licence (refer Article 2). Such a venue shall represent a reduced risk environment to competitors. The relevant State Rally Panel shall be responsible for assessing and approving the risk status of the venue.
- (iii) Crew and vehicle eligibility requirements aim to provide an avenue for S1 Rallysprint competitors to take steps towards experiencing Gravel Rallying or Tarmac Rallying.

##### (b) STAGE 2 (S2) RALLYSPRINT:

A S2 Rallysprint is a more advanced level of event, and may also be conducted on sealed, unsealed or mixed surfaces. The Supplementary regulations shall state whether the event is a sealed or unsealed surface event depending upon which surface type is predominant by over 50% of the course.

- (i) A S2 Rallysprint may be conducted at a venue approved in the same manner as a special stage rally conducted in that state, inclusive of approval by the appointed checker and relevant authorities.
- (c) NRC 1.41 does not apply to a Rallysprint.

## **2. RALLYSPRINT VENUE LICENCE:**

- (a) A S1 Rallysprint may only be conducted on a venue subject to a Rallysprint Venue Licence. The licence will normally only be issued for a venue which is either a dedicated motor sport venue or one with a known history of events.
- (b) To have a venue recognised as such, an application shall be made to the relevant State Rally Panel.
- (c) The application shall be accompanied by a detailed targeted risk assessment and the report of an experienced Checker. Where a venue is already the subject of a CAMS Category A, B or C Track Licence and the event will be running in accordance with the conditions of the Track Licence issued, save for the allowance of co-drivers in the vehicle, a new targeted risk assessment will not be required.
- (d) The application shall include:
  - (i) a plan of the track/course to be approved (competition may only be conducted on the approved course), including details of any primary protection which may be in place at the venue (e.g. barriers in front of trees etc);
  - (ii) an assessment by a Checker that concludes that the average speed will likely be below 90km/h at a sealed surface venue and for all CAMS Category C or higher venues issued with a Track Licence, or otherwise 70km/h at other venues;
  - (iii) details of the event Safety/Medical Plan;
  - (iv) whether or not the venue is subject of a Track Licence issued by CAMS or a 'civil' authority;
  - (v) details of any known accidents/incidents over at least the past 12 months and details of any injuries and interventions required; and
  - (vi) description of the surface - tarmac or unsealed sections of road may be used.
- (e) Once approved, the venue shall be subject of the Rallysprint Venue Licence and a Rallysprint event may be conducted at the venue thereafter in accordance with the conditions of the Rallysprint Venue Licence and these Rallysprint Standing Regulations.

## **3. CONTROL PROCEDURES, MARSHALLING AND TIMING**

- (a) The Clerk of the Course shall determine the method used for marshalling of cars to the start of each stage. For example, this may be done by using a time card and elapsed time for a stage (A-A timing), or a paddock marshalling process, or any other method advised to competitors that the Clerk of the Course deems effective.
- (b) The crew and their vehicle shall present at the start of a stage in accordance with the procedure described in 3(a) above. If a crew does not present ready to start as required by the procedure in 3(a) the Clerk of the Course (or other official delegated this responsibility) may disallow the crew to compete on that run, or may determine an alternate appropriate starting time, or/and may also impose a penalty in accordance with section 5.2 of the National Rally Code. Officials should take into account any known difference in the speed between competing crews when considering allowing a crew to start out of a pre-determined order. The Clerk of the Course (or other official delegated this responsibility) may authorise a longer period for the starting gap between each vehicle on safety or administrative grounds if required. NRC 3.9 does not apply to a Rallysprint.
- (c) The Supplementary Regulations for the event must specify the timing system and timing interval to be used, as well as the method of recording the times.
- (d) A minimum starting gap between each crew of 30 seconds for sealed surfaces and 1 minute for unsealed surfaces must be maintained at all times. The starting gap to be used for the commencement of the event must be advised in the Supplementary Regulations for the event.

- (e) A Rallysprint may be timed to a maximum interval of one second. Timing to a shorter interval (e.g. 1/10 or 1/100 of one second) is encouraged where possible. It is strongly recommended that a fully automatic timing system be used.
- (f) The timing system should ideally provide for redundancy to prevent the possibility of mis-timing which may result in a competitor receiving a re-run.
- (g) There are no fixed penalties for late arrival at a start time control. NRC section 3.9 does not apply.
- (h) Official times may be recorded automatically and/or remotely, for example, by a timing system device such as RallySafe, or Dorian, by an official writing on a physical record in the possession of the crew e.g. on a Road card, or by an official writing on a scoring sheet at the stop control or both. For a S2 Rallysprint where road cards are in use, a Position-on-Road indication must be used to track vehicles in the stage. For a S1 Rallysprint, Position-on-Road indication is encouraged where practical.
- (i) Elapsed time for each crew may be derived by deducting the start time from the finish time, or may be timed with stop-watches or other methods.
- (j) Re-runs. A competitor may request a re-run for reasons of force majeure. Such request may only be approved by the Clerk of the Course.

#### **4. DETERMINATION OF RESULTS**

The winner of each competition within the event shall be the competitor who achieves the lowest aggregate elapsed time. The aggregate elapsed time shall be calculated by adding together the results for each crew from each run of each stage of the event (inclusive of penalties), with the exception of each crew's worst result on each stage. A "worst result" may include where a competitor elects not to, or fails to, complete a run of the stage. At the discretion of the Clerk of the Course on each stage where 2 or less timed runs are completed, the "worst result" may not be discounted. Where a stage is competed more than 3 times, more than 1 'worst result' may be dropped. The number of 'Runs to Count' must be clearly defined in the Supplementary Regulations.

#### **5. COMPETITORS' BRIEFING**

- (a) For the purpose of briefing each competitor a meeting of all competitors shall be called by the organisers prior to the commencement of practice/competition to reinforce safety procedures, regulations, allotted starting times etc.
- (b) For S1 Rallysprints the crew briefing must include an explanation of the signs to be used, time control procedures, stopping in stage and emergency procedures.

#### **6. CREW ELIGIBILITY**

- (a) For a S1 Rallysprint, each crew member must hold a minimum of a CAMS Level 2S licence. For a S2 Rallysprint, each crew member must hold a minimum of a CAMS Clubman Rally or National Rally Junior licence.
- (b) The minimum age for drivers and co-drivers in a Rallysprint is 14 years.
- (c) A competitor may only enter once, in each event, as a driver, with the following exception:
  - (i) A Competitor may enter and drive multiple vehicles if permitted in the event Supplementary Regulations.
  - (ii) The same vehicle cannot be driven multiple times by the same driver.
  - (iii) The vehicles cannot be from the same class as described in the event Supplementary Regulations.
  - (iv) If the event is a part of a Series or Championship the driver will accrue points in each class, however they will only receive outright points based on the results obtained by one vehicle. Prior to the start of competition the driver must nominate which vehicle's results are to be used for outright Series or Championship points.
  - (v) Number in vehicle: The crew may consist of one or two persons. The Supplementary Regulations for the event must specify the number in the crew. If the Supplementary Regulations provide for two persons in the crew one shall be nominated as the driver, who

must drive the vehicle throughout the competition. Co-drivers will not be required to compete in the same vehicle throughout the event.

## 7. HELMETS AND CLOTHING

- (a) No person may compete in a Rallysprint unless wearing apparel in accordance with Schedule D - Apparel.
- (b) No person may compete in a Rallysprint in an open vehicle unless wearing goggles or a visor complying with Schedule D - Apparel.

## 8. VEHICLES

### 8.1 Each vehicle must comply with Schedule A. Supplementary Regulations may further restrict the categories of eligible vehicles, for example:

- (a) Whether the competition will be limited to two and/or four wheel drive vehicles and, if required, appropriate class divisions.
- (b) Whether there will be classes based on vehicle type and/or engine capacity, and if required, appropriate class divisions.

### 8.2 In each Rallysprint event, the following minimum requirements shall be met:

- (a) A fire extinguisher complying with Schedule H, and compliant at the commencement of each run. The fire extinguisher is to be properly fitted in the passenger compartment. For a S1 Rallysprint Table H1 is applied as it would apply to a Speed event;
- (b) an effective silencer shall be fitted at all times and noise emissions shall not exceed maximum levels, as determined by CAMS from time to time;
- (c) the use of studded or spiked tyres is prohibited unless on snow, otherwise each tyre shall be free unless specified in event Supplementary Regulations;
- (d) at each S2 Rallysprint conducted on an unsealed surface, mudflaps of stout material must be fitted in accordance with the NRC;
- (e) a safety cage as specified in Schedule J shall be fitted to each vehicle competing in a S2 Rallysprint. For a S1 Rallysprint a safety cage is recommended in all cases and is required as follows:
  - (i) each vehicle entered in a state championship event or above;
  - (ii) each open vehicle shall be fitted with a full safety cage complying with Schedule J.
- (f) where a vehicle is fitted with a full safety cages complying with Schedule J, attention is drawn to Schedule J Article 4.1. For each vehicle fitted with a safety cage, the use of a CAMS log book is strongly recommended;
- (g) for a S1 Rallysprint, a minimum of a Type C seat belt complying with Schedule I is required for each crew member. For a S2 Rallysprint a minimum of a Type A or B full safety harness complying with Schedule I is required for each crew member;
- (h) two reflective safety triangles must be carried in each vehicle, mounted in the driving compartment, such that each crew member can retrieve the triangle for use quickly;
- (i) civil road registration is not required for an event conducted entirely on private property, or entirely on closed roads. Article 1 of Schedule R does not apply;
- (j) it is not required to indicate the position of the battery or isolator switch;
- (k) an open vehicle is permitted in a S1 Rallysprint, provided that the use of such vehicles is included specifically in the Venue licence;
- (l) it is not required to have a CAMS Vehicle Log Book for each vehicle, but where a log book has been issued to a vehicle it must be presented; and
- (m) to be eligible for a CAMS-recognised Championship, the vehicle shall comply with a CAMS rally group published in the CAMS Manual of Motor Sport.

## 9. REPLACEMENT VEHICLE

- (a) A driver must use the one and same vehicle throughout the event, with the following exception:
  - (i) A driver whose vehicle has broken down or otherwise become unusable may use a replacement vehicle, provided the consent of the Clerk of the Course has first been obtained. The replacement vehicle must be scrutineered, should preferably be in the same class as the original vehicle, and must be used for the remainder of the competition.

## 10. SCRUTINY

- (a) The Clerk of the Course or their nominee may examine any vehicle.
- (b) Each competing vehicle shall be scrutineered, for safety and eligibility not more than 14 days prior to the start of the event (and a maximum of 7 days prior to the start of the event is recommended). Unsafe and/ or ineligible vehicles must be corrected before being allowed to start.
- (c) A vehicle may be re-examined during the event for safety and noise. At any time, the Clerk of the Course may order the withdrawal of, or the correction of defects in, a vehicle which in their opinion is unsafe, or does not comply with noise requirements in accordance with the venue requirements or the requirements of the Supplementary Regulations.
- (d) A vehicle may be examined at any time after the event for eligibility.
- (e) The conditions of any formal examination or scrutiny must be notified to competitors in Supplementary Regulations.
- (f) Failure to comply with requirements for Scrutiny or a request for a vehicle examination shall necessarily incur a penalty of exclusion.

## 11. COURSE DEFINITION

- (a) The course may be sealed and/or unsealed public, or private property roads that must be closed to the public. The course may be defined by a route chart showing cumulative and intermediate distances and tulip diagrams. Where appropriate, changes in surface type shall be included in the route chart. Each driver is to be allowed to traverse the course in a vehicle at non-competitive speeds, in both directions where appropriate, before the start of practice or competition. In all cases, it is the crew's responsibility to ensure that the correct course is followed.
- (b) All changes in course direction shall be indicated, on the course, by the use of appropriate arrows.
- (c) The stop point of each section is to be clearly defined to ensure that all competitors immediately recognise its location during competition. The method of indicating the stop point is to be clearly described in Supplementary Regulations and included in route charts (if any) as a specific instruction. The flying finish location must be marked by at least one Special Stage Finish sign (refer Appendix B, of the National Rally Code).
- (d) Where part of the course is to be used in opposing directions, the Clerk of the Course or their nominee is to ensure that all relevant competitors have completed the section and the road is clear and safe prior to any competitor being permitted to start.
- (e) Common sections of road can be used within multiple stages subject to the following:
- (f) The Clerk of the Course or their nominee is to ensure that each relevant competitor has completed the section and the road is clear and safe prior to a competitor being permitted to start the following section utilising a or any common portion of road. They cannot run concurrently.
- (g) **S2 Rallysprint:** Sections of road, other than when a stage is being run in the reverse direction, must be significantly different to other sections and minimise the amount of common road to both sections.

## 12. PRACTICE AND PACENOTING

- (a) The Supplementary Regulations for the event may allow competitors, on the day of the event only, to practise and/or prepare pacenotes on all or any part of the course. All practice sessions are to be arranged and controlled by the event organisers. All competitors wishing to make use of the practice sessions must be given equal opportunity to do so.

### 13. MEDICAL REQUIREMENTS

- (a) At least one Medical Intervention Vehicle (MIV) shall be provided. Consideration should be given to the terrain of the venue. The vehicle must have a crew (apart from the driver) of at least one first aid attendant qualified in basic first life support competencies and the appropriate equipment for initial assessment and treatment of patients and their care consistent with their competencies.
- (b) At no Rallysprint may practice or competition commence or continue unless the specified medical requirements are in attendance. Reconnaissance may commence without this requirement.

### 14. PENALTIES

- (a) Crew performance shall be reported to the Clerk of the Course by officials. The Clerk of the Course shall apply any penalties in accordance with the regulations.
- (b) Crew members who have been found to have committed any of the following offences shall be liable to exclusion and/or other penalties provided for in the NCR of CAMS by the Stewards, viz:
  - (i) observed wilful interference with public and/or private property;
  - (ii) dangerous driving, and/or driving under the influence of alcohol;
  - (iii) consumption of alcoholic liquor by any crew member during the running of the event;
  - (iv) falsification of any material on the road card;
  - (v) deliberate obstruction of competitors or officials;
  - (vi) failure to comply with eligibility requirements;
  - (vii) wilful interference with posted course markers;
  - (viii) travelling on a section in a direction opposed to that prescribed;
  - (ix) starting a section with a defective exhaust;
  - (x) failing to follow the prescribed course; and/or
  - (xi) failing to start a section from a standing start by means other than under the vehicle's own motive force.
- (c) Crew members who have been found to have committed any of the following offences will be liable to the following General Scale of Penalties, which will be applied by the Clerk of the Course:
  - (i) early departure at the start of a section: one minute per second or part thereof;
  - (ii) loss of road card: 10 minutes;
  - (iii) failure to obey a reasonable instruction of an official: 10 minutes; and/or
  - (iv) breaches of regulations not covered elsewhere: as determined by the Stewards.

### 15. COMMUNICATIONS

- (a) The organisers must establish reliable communication networks between the start and finish points. It is highly recommended that radio and/or flag points be located at approximately one kilometre intervals around the course. The purpose of flag points shall be to provide prior warning to a competing vehicle of a problem ahead by way of the display of a yellow flag (e.g., a competing vehicle is stopped on the course) or the display of a red flag (when authorised by the Clerk of the Course) to terminate the run of a competitor (e.g., the course is totally blocked).

### 16. SPECTATORS

- (a) The organisers shall comply with the CAMS Rally Spectator Safety and Control Procedures and each spectator location shall be specifically considered and approved by the Checker.
- (b) The organisers must appoint sufficient spectator marshals, who shall have no other duties. The organisers must provide safe, enclosed spectator areas with adequate access not incorporating the course.

- (c) All access roads on to the course are to be physically blocked to prevent the entry of unauthorised vehicles on to the course.
- (d) Where members of the public have access to the venue, sufficient car parking facilities preferably of the off-road type, must be available. At all times, an access road to the venue must be kept free of traffic congestion to ensure access can be achieved at all times by emergency vehicles.