

2016 Southern Cross Rally Festival TRE

Monday, October 24, 2016 - Friday, October 28, 2016

Event Finale & Awards Presentation Ceremony ... Saturday, October 29, 2016

SUPPLEMENTARY REGULATIONS

INDEX

TOURING ROAD EVENT SCHEDULE OVERVIEW - Page 2

1. **EVENT ORGANISATION** - Pages 3 & 4
2. **EVENT INFORMATION** - Pages 5 - 7
3. **ELIGIBLE VEHICLES** - Pages 8 & 9
4. **ELIGIBLE COMPETITORS (ENTRANTS) & CREW MEMBERS** - Page 10
5. **EVENT ENTRY** - Pages 11 - 13
6. **AMENDMENTS TO EVENT ENTRY APPLICATIONS & WITHDRAWALS** - Page 13
7. **PROHIBITED SUBSTANCES** - Page 14
8. **JUDGES OF FACT** - Page 14
9. **OFFICIAL EVENT NOTICE BOARD** - Page 14
10. **PRE-EVENT SCHEDULE** - Page 15
11. **START ORDER & FURTHER EVENT PROCEDURES** - Pages 16 & 17

TRE RECOGNITIONS & AWARDS - Pages 18 & 19

APPENDIX 1: **GENERAL INFORMATION REGARDING THE COURSE** - Pages 20 - 24

APPENDIX 2: **SKILL TEST PROCEDURES, SCORING & RESULTS** - Pages 25 & 26

- **2016 TRE ENTRY FORM** - AVAILABLE AS SEPARATE DOWNLOAD
- **EVENT ENTRY INSTALMENT PAYMENT FORM** - AVAILABLE AS SEPARATE DOWNLOAD

2016 Southern Cross Rally Festival TRE

TOURING ROAD EVENT SCHEDULE OVERVIEW

TRE Entries Open	Upon issue of Supplementary Regulations
'Early Bird' Entries Close	Midnight on Friday, August 26, 2016.
TRE Entries Close	Midnight on Friday, September 30, 2016.
Entry Instalment Payments:	(Refer to clause 5.11 in the Supplementary Regulations):
#1 Instalment	\$ 495.00 for 'Early Bird' Event Entry by Friday, August 26, 2016;
#2 Instalment	\$ 390.00 (minimum) by Friday, September 16, 2016;
Final Balance	By Close of Entries on Friday, September 30, 2016.
Final Regulations	Issued following Close of Entries on Friday, September 30, 2016.
Vehicle Safety Check	Preferably own arrangements during the four weeks prior to TRE start. (Refer to clause 10.2 in the Supplementary Regulations)
<u>Motorclassica</u>	See item featured below for details

2016 Southern Cross Rally Festival TRE

Documentation	9:00 am to 11:00 am, Monday, October 24, 2016 – Healesville VIC
Event Briefing & Roadbook issue	11:30 am, Monday, October 24, 2016 – Healesville
Official Start & "Flag-off" Ceremony	1:00 pm Monday, October 24, 2016 – Healesville Prologue Run – Healesville to Marysville VIC
Leg 1 Start (on the road by)	7:00 am, Tuesday, October 25, 2016 – Marysville to Mt Beauty VIC
Leg 2 Start (on the road by)	8:00 am, Wednesday, October 26, 2016 – Mt Beauty to Bethanga VIC
Leg 3 Start (on the road by)	7:00 am, Thursday, October 27, 2016 – Bethanga to Gundagai NSW
Leg 4 Start (on the road by)	7:00 am, Friday, October 28, 2016 – Gundagai to Jenolan Caves NSW
Festival Finale & Awards Ceremony	5:00 pm to 8:00 pm, Saturday, October 24, 2016 – Sydney Harbour NSW Dinner Cruise on board MV <i>John Cadman II</i>
<u>Muscle Car Masters</u>	Sunday, October 30, 2016 – Sydney Motorsport Park, Eastern Creek NSW MCM salute the mighty Mini Cooper S ... Bathurst Winners in October, 1966 www.musclecarmasters.com.au



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

21-23 OCTOBER > 2016 ROYAL EXHIBITION BUILDING MELBOURNE

2016 Southern Cross Rally Festival TRE Exhibitor #213 Gallery Level

*Southern Cross Rally (1966 to 1980) ... Unique models & event memorabilia on display.
Historic rally cars on show at Motorclassica "Club Sandwich".*

Competitors in the TRE are invited to include their vehicles in the "Southern Cross Rally Festival" tableaux presented each day as part of the "Club Sandwich" displays in the grounds of Melbourne's Royal Exhibition Building during the "Motorclassica" Concourse and Classic Motor Show from Friday, October 21 through to Sunday, October 23, 2016.

Expressions of interest to take part in these displays of memorabilia and vehicles can be registered on the Southern Cross Rally Festival website at www.southerncrossrally.com.au

For further information about "Motorclassica", visit the exhibition's website at www.motorclassica.com.au

2016 Southern Cross Rally Festival TRE

Monday, October 24, 2016 - Friday, October 28, 2016

Event Finale & Awards Presentation Ceremony ... Saturday, October 29, 2016

SUPPLEMENTARY REGULATIONS

1. EVENT ORGANISATION

- 1.1 The **Southern Cross Rally Festival TRE**, hereinafter referred to as the Event, is a National status Touring Road Event, (TRE), that includes special tests other than speed and will be conducted on public roads in Victoria and New South Wales.
- 1.2 The event has a predominantly historic theme and represents the sporting content of the 2016 Southern Cross Rally Festival, a program of social and motoring activities celebrating the 50-year anniversary of the Southern Cross Rally that was first held during October, 1966.
The touring sections of the Event cover approximately 1750 kms to 1850 kms, commencing from Healesville VIC on Monday, October 24, 2016 and finishing at Jenolan NSW on Friday, October 28, 2016.
The Event Organisers will host a “slow & easy” Breakfast for the crews and event officials in the Chisholm Restaurant at Jenolan Caves House from 7:30 am to 9:30 am on Saturday morning, October 29, 2016.
The Awards & Recognitions Presentation ceremony for the Event will take place during the Festival Finale Dinner Cruise on Sydney Harbour from 5:00 pm to 8:00 pm on Saturday, October 29, 2016.
- 1.3 The Event is open to current members of CAMS-affiliated car clubs in Australia.
In accordance with the FIA International Sporting Code Article 2.3 NATIONAL COMPETITION, foreign competitors and/or crew members may enter the Event.
- 1.4 The Event will be held under the general provisions of:
- the International Sporting Code of the FIA,
 - the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS),
 - the National Rally Code (NRC),
 - the civil road legislation of the states and territories covered during the event,
 - these Supplementary Regulations and Appendices, and any further Event regulations and TRE Bulletins as may be issued prior to and during the event.
- 1.5 The Event is promoted by Southern Cross Rally Pty Ltd ABN 98 609 542 216 .
- 1.6 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.
Details of the personal accident insurance and the public, property and professional indemnity provided by CAMS in relation to the event can be found in the current edition of the CAMS Insurance Handbook, available at www.cams.com.au.
- 1.7 CAMS Permit Number is 816 / 2810 / 01 .

1.8 The Event Organising Officials are:

Clerk of the Course	Dan White	CAMS Lic. 8815970
Deputy Clerk of the Course	Mal Sinfield	CAMS Lic. 887912
Event Secretary	Rosemarie White	CAMS Lic. 9710439
Event HQ Administrator	Geoff Sykes	CAMS Lic. 885371
Event Scrutineer	Tony Pennell	CAMS Lic. 9704510
Media Manager	Nick Munting	
Functions & Accommodation Co-ordinator	Debby Hunter	

1.9 Other officials appointed to assist the Organisers will be listed in TRE Bulletins issued prior to the Event.

1.10 The Officials appointed by CAMS for the Event are:

Chief Steward	Ross Ferguson	CAMS Lic. 9896044
Steward of the Event	Gary Goulay	CAMS Lic. 9338336
Course Checker	Stuart Lister	CAMS Lic. 883528

1.11 The address for all correspondence for the Event is

The Event Secretary,
2016 Southern Cross Rally Festival
PO Box 5626
PORT MACQUARIE NSW 2444

Email address: admin@southerncrossrally.com.au

Telephone contact: 0414 747 867 Dan [mobile]
0427 172 559 Rosie [mobile]

No responsibility will be accepted by the Organisers for correspondence sent to any other address.

1.12 Further information regarding the Southern Cross Rally Festival program of activities is available on the event website at www.southerncrossrally.com.au .

1.13 Any query that cannot be resolved by negotiation with the Event Organisers will be dealt with according to Part XII [Protests] of the NCR in the CAMS Manual of Motor Sport.

1.14 In accordance with NCR Regulation 83, the Event Organisers reserve the right to refuse the entry of a Competitor (Entrant) or crew member.

1.15 The Clerk of the Course reserves the right to alter the event at any time and reserves the right to postpone, abandon, cancel or terminate the event, in accordance with NCR Regulation 59.

1.16 The organisers and Southern Cross Rally Pty Ltd accept no responsibility for any damage or injury of any sort as a result of participating in the event.

2. EVENT INFORMATION

- 2.1 The Event is classified as a 'non speed' competition. It consists of touring sections, conducted for the most part during daylight hours, on roads that are open to the general public and other traffic.
- 2.2 With the exception of the afternoon Prologue on Monday, October 24, 2016, the distances travelled each day range from 325 kms to 505 kms.
Social functions are arranged for the overnight stops.
- 2.3 Those taking part in the Event are required to travel in a safe manner and comply with the civil road regulations at all times, with particular attention to observing the posted speed limits.
- 2.4 The Event will combine open road touring activities with a selection of 'non-speed' skill tests designed to determine various abilities of the drivers and other members of their crew, along with measuring certain characteristics of the performance and presentation of their vehicles. (Refer to Appendix 2 in the regulations.)
- 2.5 Recommended travel times listed in the running schedules for the Event are calculated at a minimum 20 km/h below the posted speed limits along the route, with additional time as advised for meal breaks and refuelling.
- 2.6 No test in the Event will take place on roads closed to public traffic, nor will any test in the event be scored against 'highest speed' or 'fastest time' attained for that activity.
- 2.7 There are two (2) categories of touring that determine the types of road surfaces encountered en route:
- Tarmac Tourers - travelling on sealed roads, with the exception of one short length of unsealed road for 3.5 km that is not travelled by the other touring category during the course of the event.
 - Dirt Fossils - travelling a combination of bitumen-sealed and all-weather unsealed roads.
- Please refer to clause 3.2 in these regulations for further details relating to the *Dirt Fossils* touring category.
- 2.8 Key locations such as the meal breaks and overnight rest points are common for both the *Tarmac Tourers* and *Dirt Fossils*, as are most of the refuelling outlets.
The routes travelled to arrive at these key locations are not always the same. The distances of the touring categories vary in that the *Dirt Fossils* travel some 100 kms further in the event than do the *Tarmac Tourers*.
- 2.9 Each crew will be asked to nominate their touring category at the time of entering the Event. This choice may be amended up to the Close of Entries which will be three (3) weeks prior to the start of the event.
- 2.10 The special tests that will be carried out during the conduct of the Event are tests of skill and shall include average speed section skill tests, also referred to as Time-Speed-Distance (TSD) tests, along with economy runs, observation questions and a selection of optional navigation tests. (Refer to Appendix 2 of these regulations.)
For those who choose not to take part in the navigation tests, please refer to clause 2.22 in these regulations.
- 2.11 The average speed that is set for any TSD skill test conducted on the open road will not exceed a minimum of 20 km/h below the speed limits posted along the route travelled during the test.
By the same token, no TSD skill test will be conducted where the average speed set for that activity would exceed 80 km/h.
- 2.12 Before the start of each Leg, crews may nominate the level of performance they aim to achieve during the optional economy skill test(s) for that Leg.
- 2.13 Several re-enactments are planned for locations that were significant during the 1966 Southern Cross Rally. These activities will be staged early in the evenings in the form of 'non speed' special tests and participation by the crews will be optional.

- 2.14 The Event Organisers will prepare a 'Roadbook' containing information that the crews follow on a day-by-day basis once the event is underway.
The travelling instructions for the event, known also as the 'Route Instructions', and all maps to be used during the event will be provided by the Organisers and be published in the Roadbook.
- 2.15 If for any reason there are changes to the Roadbook that occur during the conduct of the event, these will be issued as TRE Bulletins posted on the TRE Notice Board, or advised in writing by an Event Official.
A crew member will be required to sign on behalf of the crew that they have been informed of the changes and have taken a copy of the amended details.
- 2.16 Thirty (30) minutes before their scheduled Start Time for each Leg, crews will be issued their Road Card and a copy of the Roadbook containing the Route Instructions compiled for their particular touring category, along with the relevant maps and their running schedule for that day.
Included with the Roadbook will be event-related forms (e.g. Incident Report Sheets, Notice of Withdrawal), plus the contact details for the Organising Officials and emergency services available near the key locations.
It will be the responsibility of the crew to check their Roadbook and the index to ensure they are not missing any pages of instructions, maps or other paperwork before commencing the day's run.
- 2.17 Event Officials stationed at the Start Control Point will enter the Actual Start Time on each crew's Road Card.
Throughout the course of the day, details will be recorded by Event Officials on each crew's Road Card. Crews are advised to counter-sign the Officials' Card that the details match those entered on their Road Card
Attached with the Road Cards will be Questionnaire activity sheets for use by those crews who choose to take part in the optional Observation skill tests.
The Road Card and Questionnaire activity sheet(s) will be handed to the Officials stationed at the final Control Point at the end of the day's run, or as advised by the Event Organisers.
- 2.18 Suggested refuel outlets will be listed in the daily running schedules, with particular note of the sites where PULP was available during event surveys.
- 2.19 The refuel outlets will be noted also in the route instructions. The maximum distances between refuel points along the route will be 175 km for the *Tarmac Tourers* and 165 km for the *Dirt Fossils*.
Please be aware that '98 octane' PULP may not be readily available in rural locations.
- 2.20 For the most part, the Route Instructions shall be charted in detail with distances measured in kilometres (kms), correct to one decimal place.
The route-charted instructions give a written description of the correct passage along the route with the inclusion of signposts where appropriate, the location of fuel outlets, proximity of potential hazards, identifying features and points of interest along the course.
Each route-charted instruction will be represented also as a 'tulip' diagram.
- 2.21 Some sections of the event will be nominated as navigation skill tests and do not include detailed route chart. Rather there will be a series of instructions and references that relate to a particular map (or maps) and, once plotted correctly on the particular map(s), indicate the route to be followed.
At times the correct roads to travel may not be fully mapped. Where this does occur, information will be provided as "Advice to Navigators" to assist the crews. Included with the advice are points of reference to plot on the relevant map(s) that indicate where the advice diverts from mapped features and then where it rejoins.
The navigation tests are designed to measure the level of mapping skills and awareness demonstrated by the crew members. Some of the maps being provided for the navigation tests were in publication before 1966.
- 2.22 For those crews who choose not to take part in navigation tests, there are "Tour" instructions provided in the Roadbook as alternative touring sections. The "Tour" instructions will be fully charted and follow routes that differ to those designed for the navigation tests.

- 2.23 Included with the Route Instructions will be a series of Visual Route Checks (VRC) that are numbered in sequence, e.g. VRC#1, VRC#2, etc., which form a group of multiple-choice questions to test the Observation skills of the crews. (Refer to Appendices 1 and 2 with these regulations.)
- 2.24 Should a crew withdraw during the event, it will be their responsibility to remove or cover their entry identity numbers and door panels, and notify the Event Organisers as soon as possible.
Except in extreme circumstances, any crew that cannot continue in the event should submit their Notice of Withdrawal Form along with their Road Card and Questionnaire activity sheets to the Event Officials stationed at a Main or Passage Control point, or to the Event Officials “closing” the route at the tail end of the vehicles in the field.
The crew also will be required to sign the Official’s Card where it is noted they have withdrawn from the event.
- 2.25 Meal breaks along the route will be hosted for the most part by community-based organisations. Where sufficient notice is given by the close of entries, attempts can be made to address various dietary needs.
TRE Catering Packages have been negotiated for the food content of the meals and social evening activities during the Event and the End of Event function.
The TRE Catering Packages are priced at \$390.00 per individual crew member and will be compulsory.
The total of the TRE Catering Packages for all members of a crew on board a vehicle entered in the event will be added to the Basic Event Entry component. This then becomes the required amount to accompany the event entry application which may be paid in a single transaction or by instalments. (Refer to clauses 5.10 and 5.11 of these regulations.)
Purchase of beverages, snacks, coffee breaks, etc. during the event will be the individual’s cost.
- 2.26 It will be the responsibility of the crews to ensure arrangements are in place for their event accommodation.
To receive further information regarding accommodation packages and discounted rates that have been negotiated for the event, register your interest on the event website www.southerncrossrally.com.au .
A wide range of accommodation standards and facilities are available at the overnight locations during the event. In several instances the accommodation will be managed as group bookings and payment in advance will be required. This advice will be included in the details forwarded to those registered on the event website.
- 2.27 The Event Organisers intend to trial the use of GPS Data Loggers to record the time of passage and rate of travel of the vehicles at any location during the event.
Please note the information collected by this equipment during the event is not intended to take precedence over details recorded by the Event Officials stationed along the course; however the data collected may be used for reference purposes should the official records appear to be in question.

What’s in the TRE Catering Package?

All meals commencing with Dinner at Marysville on Monday evening, October 24, through to the evening meal at Jenolan Caves House on Friday, October 28, 2016, **PLUS** the Festival Finale Dinner Cruise function on Sydney Harbour from 5:00 pm to 8:00 pm on Saturday, October 29, 2016.

- ✚ Breakfasts will include hot food;
- ✚ Lunches are ‘packed to go’ at the start of the day, or catered on site at the lunch stops;
- ✚ Evening meals during the event will include mains and dessert, tea & coffee.

The Festival Finale ‘*slow & easy*’ Breakfast at Jenolan Caves House on Saturday, October 29, 2016 is being hosted by the Event Organisers for the event officials and competitors.



Enthusiasts, car club groups and families of the crews in the event are invited to attend the Festival Finale’s functions on Saturday, October 29 at Jenolan Caves House and on Sydney Harbour.

Pre-purchased tickets will be available for these functions. For further details of arrangements for the FESTIVAL FINALE FUNCTIONS, register your interest on the event website www.southerncrossrally.com.au.

3. ELIGIBLE VEHICLES

- 3.1 The Event is open to vehicles that are registered for use on public roads within Australia and the registration will remain current for the whole event.
- 3.2 In keeping with the spirit of the Southern Cross Rally heritage, vehicles eligible to take part in the *Dirt Fossils* touring category will be two-wheel drive models and the first vehicle of the series would have commenced production before January 01, 1981.
The vehicles will be normally-aspirated with the exception of those models that were fitted with forced induction or fuel-management systems during production prior to January 01, 1981.
Special recognition of their historic rallying heritage will be acknowledged for those vehicles which satisfy the production specifications of the model and the modifications and improvements that were allowed for that vehicle prior to January 01, 1981.
- 3.3 The Event Organisers recognise the vehicles with rally competition heritage are becoming rare and increasing in value and some are no longer driven on gravel. Nevertheless their presence would assist to generate interest and enhance the historic theme of the event's activities.
The owners of these vehicles are encouraged to consider entering their vehicles in the *Tarmac Tourers* category of the event and also to contact the organisers about taking part in the event for a day or two.
- 3.4 The event in its entirety travels on roadways open to public traffic and for this purpose all vehicles taking part in the event will require registration plates that are fitted securely to the vehicle and be visible at all times.
"TRAFFIC" or trade plates are not acceptable for any vehicle nominated to compete in the event.
- 3.5 All crews are advised to keep at hand the current registration documents (or certified copies) whenever they are on board their vehicle during the event.
Please note that Unregistered Vehicle Permits will not be acceptable for vehicles taking part in the event.
- 3.6 At any time during the event a vehicle will carry no more than the legal seating capacity of that vehicle.
- 3.7 Notwithstanding the above, the Event Organisers advise that the roads chosen for the event are not suitable for larger or articulated vehicles such as motor homes, buses, trucks, caravans, etc.
- 3.8 Proof of vehicle registration and Compulsory Third Party Insurance documents must be presented at Documentation.
Vehicles registered in Queensland under the "Transport Operations (Road Use Management – Vehicle Registration) Regulation 1999" require a **Compulsory Third Party Insurance (CTPI) extension valid for the Event**.
Please note that the original documents or certified copies only are to be presented at Documentation (and carried on board the vehicle during the event). Photocopies are not accepted as legal documents.
- 3.9 Vehicle log books and/or historic documents are not required for vehicle identification in the event. However, where a competing vehicle is subject of a log book and/or historic documents, these will be presented at Documentation.
- 3.10 Vehicles will be checked for general roadworthiness before the Event Start and may be checked at any time during the event.
- 3.11 It will be the responsibility of the Driver as nominated on the entry form to ensure their vehicle remains roadworthy throughout the event and carries sufficient fuel, water, and other supplies.
- 3.12 Safety triangles, fire extinguishers and first aid kits are recommended equipment, though not compulsory. Where they are carried with a vehicle, they must be stowed securely.

- 3.13 Although it is encouraged those vehicles with competition heritage be fitted with trip meters in keeping with the era of their production, there will be no restrictions on the use of trip meters and other electronic calibrating equipment for any vehicle in the event.
Nevertheless the equipment must be fitted in a manner that is safe for those on board the vehicle and does not impede their vision.
- 3.14 Satellite and/or mobile phones may be fitted and carried with a vehicle.
Please note mobile phone coverage is not always reliable away from regional centres or off the major roadways.
- 3.15 Each vehicle taking part in the event will be allocated an entry identity number by the Event Organisers. The number will remain unique for that vehicle (or the vehicle's replacement where applicable) during the event.
Specific numbers may be requested in writing and, where possible, will be issued at the discretion of the Event Organisers.
- 3.16 The Event Organisers will supply a pair of adhesive door panels bearing the entry identity number for each vehicle in the event.
The panels must be maintained in good condition and displayed on the vehicle for the duration of the Event.
- 3.17 Sun visor strips and/or 'stickers' intended for display on vehicles during the event may be supplied in due course by sponsors of the event and other supporters. Such information will be published in TRE Bulletins.
- 3.18 Any crew that withdraws during the conduct of the event must remove or cover the entry identity numbers and panels, and notify the Event Organisers of their withdrawal at the earliest opportunity.
(Refer to clause 2.24 of these regulations.)

4. ELIGIBLE COMPETITORS (ENTRANTS) & CREW MEMBERS

- 4.1 To drive an automobile during the event, crew members must hold a current civil licence that is valid for use on public roads in Australia without the need of supervision for the appropriate vehicle, and must present the licence at Documentation.
- 4.2 Crew members under 18 years of age at the time of entering the event will require the written consent of their Parent or Guardian in order to take part in the event.
- 4.3 Those nominated on the TRE Entry Form require competition licences that confirm their registration with CAMS, the national motor sporting body that is the provider of insurance cover for the event. To take part in the event, all crew members are required to present their CAMS competition licences at Documentation.
- 4.3.1 Competitors entering an automobile in the event and each crew member aged 18 years and older on board an automobile in the event will hold a current Level 2NS licence, or higher, issued in accordance with the requirements set by CAMS.
Crew members over 12 and below the age of 18 must hold, as a minimum, a current Level 2NSJ licence issued in accordance with the requirements set by CAMS.
Individuals including Competitors (other than body corporate) and all crew members require current membership of a CAMS-affiliated car club in order to be issued a CAMS competition licence.
- 4.3.2 All holders of licences referred to above must produce their current CAMS-affiliated car club membership cards and CAMS competition licences at Documentation to take part in the event.
- 4.3.3 All holders of licences referred to above must produce their licences on request to an Event Official or a member of the police force.
- During the event, Personal Accident Insurance is provided to the holders of current CAMS licences in accordance with the current edition of the CAMS Insurance Handbook, available at www.cams.com.au.
- 4.4 Those taking part in the event are advised to check several weeks beforehand that their legal documents such as licences, vehicle registration, CTP insurance and extensions, etc. are in order and their other ongoing arrangements such as Ambulance cover and roadside assistance will remain current for the duration of the event.
- 4.5 All competitors from outside of Australia must have their Event Entry application endorsed by their respective National Sporting body that is recognised by the FIA.
- 4.6 Any person holding an International Competition Licence is eligible to enter the event on the provision that their civil Driver's licence is valid for the vehicle entered in the event and is endorsed for current use on Australian roads.
- 4.7 With reference to Schedule D – 'Apparel' in the CAMS Manual of Motor Sport, at no time during the event will the drivers or crew members on board an automobile be required to wear safety helmets, HANS devices or flame-retardant clothing.
- 4.8 For Drivers and all crew members on board an automobile, footwear must be enclosed shoes and clothing worn during the event will be, as a minimum, short pants and short-sleeved shirts or T-shirts. It is recommended the footwear and clothing worn during the event be natural materials, (e.g. leather, cotton, wool, silk), or flame-resistant materials.

5. EVENT ENTRY

- 5.1 Unless stated otherwise, the following procedures will apply for submitting entries in the event.
- 5.2 Applications for entry open with the issue of these regulations and will be accepted only on the 2016 'Southern Cross Rally Festival' TRE Entry Form that is available for download from the event website on www.southerncrossrally.com.au or refer to Appendix 3 - 2016 TRE ENTRY FORM with these regulations.
- 5.3 Entry in the event is acceptable for a crew of two, or more, travelling on board an automobile.
- 5.4 An "Early Bird" Basic Event Entry is available at \$495.00 for entry applications received by Friday, August 26, 2016. TRE Catering Packages are compulsory and are priced at \$390.00 per crew member. Where entry applications are submitted after Friday, August 26, 2016, the Basic Event Entry will be \$595.00. The cost of the Catering Packages will remain at \$390.00 per crew member.
- 5.5 Applications for entry will close at midnight on Friday, September 30, 2016.
- 5.6 Entry applications may be posted by mail or lodged by email.
Entry applications posted by mail shall be addressed to:
The Event Secretary,
Southern Cross Rally Festival
PO Box 5626
PORT MACQUARIE NSW 2444
Entry applications lodged by email must be addressed to admin@southerncrossrally.com.au
No responsibility will be accepted by the Organisers for entry applications forwarded to any other addresses.
- 5.7 Please note where an entry application is lodged by email, the signatures required on the 2016 TRE Entry Form must be witnessed as originals by the Event Organisers before the crew may start in the event.
For this purpose, all three (3) pages comprising the hard copy of the entry application will be presented to the Event Organisers at Documentation with the Disclaimers and Consent Forms duly completed and signed.
- 5.8 In order to take part in the event, those under 18 years of age at the time of entering the event require the written consent of their Parent or Guardian duly completed and signed to accompany the entry application.
- 5.9 Recent passport type photographs (or scanned copies) for each crew member are requested by the Event Organisers to prepare photo-ID passes for the crew members.
Photographs (or scanned copies) may be sent by mail with the entry application, or as attachments for download where the entry application is lodged electronically. Please ensure the name of the crew member accompanies their photograph.
- 5.10 Event Entry and Catering Packages may be paid by EFT transactions, either as a single payment for the total amount required or by instalments according to the terms of payment in clause 5.11 of these regulations.
Cheques, where accepted, are to be made payable to **Southern Cross Rally Festival**. (Refer to clause 5.19 of these regulations.)
Receipt of entry applications will be acknowledged by the Event Secretary. The Notice of Receipt will apply also as a Tax Invoice where this is required for accounting purposes.
- 5.11 Payment by instalments of the amounts, where applicable, for a crew to enter the event will be as follows:
- | | |
|-----------------------|---|
| <u>First payment</u> | Minimum of \$495.00 for 'Early Bird' Basic Event Entry up to Friday, August 26, 2016; |
| <u>Second payment</u> | Minimum of \$390.00 for one (1) Catering Pack by Friday, September 16, 2016; |
| <u>Final payment</u> | Remaining balance of Catering Pack(s) and Basic Event Entry, where applicable, by Friday, September 30, 2016. |

- 5.12 The Driver named on the 2016 TRE Entry Form will be responsible for all liabilities and obligations prior to and then during the event.
It is recommended the Driver as above be one of the points of contact nominated on the Entry Form
- 5.13 Please submit your TRE Entry Form with the Disclaimers and Consent Forms duly completed and signed where applicable along with the required payments and photographs of the members of the crew to the Event Secretary by the close of entries at midnight on Friday, September 30, 2016.
Entries are deemed to be received by close of entries where they are postmarked prior to the close of entries.
- 5.14 Entry applications will be accepted in order of receipt where the Event Entry Forms are complete in all detail as requested, with accompanying Disclaimers and Consent Forms completed and signed where applicable and payment of the total amount required is included as a single transaction in accordance with the terms of the entry application.
- 5.15 An entry lodged electronically will be accepted within the order of receipt as above on the provision all details are complete as requested and the entry application is accompanied by immediate payment of the required amounts in full.
Please note where entries are submitted electronically, the hard copy of all the pages contained in the entry application must be presented to the Event Organisers at Documentation.
(Refer to clause 5.7 of these regulations.)
- 5.16 The payments required to enter the event comprises both the Basic Event Entry component and the total cost of the Catering Packages for the crew members. (Refer to clause 5.4 in these regulations.)
The following are provided as examples only to assist those entering the event:
- Example 1: For an “Early Bird” Entry lodged by Friday, August 26, 2016, with a driver and navigator on board the vehicle, making a total of two (2) crew members taking part in the event, the payment required would be calculated as follows:
- | | |
|---|------------------|
| “Early Bird” Basic Event Entry component of \$495.00: | \$ 495.00 |
| Catering Package costs added for Crew members x 2: (i.e. \$390.00 x 2): | <u>\$ 780.00</u> |
- In this example, the required amount to include with the Event Entry would total \$ 1275.00 .
- Example 2: For an Entry lodged after Friday, August 26, 2016, with a driver and two other people on board, making a total of three (3) crew members, the payment required would be calculated as follows:
- | | |
|---|-------------------|
| Basic Event Entry component of \$595.00: | \$ 595.00 |
| Catering Package costs added for Crew members x 3: (i.e. \$390.00 x 3): | <u>\$ 1170.00</u> |
- In this example, the required amount to include with the Event Entry would total \$ 1765.00 .
- 5.17 Where paying by EFT, please include a transaction **Reference** (containing up to 16 characters) commencing with **SCRF** and then followed by up to 12 characters of the **surname** of the Driver named on the entry form.
- 5.18 Entries submitted that are incomplete will be listed in order of receipt as ‘conditional’ applications, pending completion, on the provision that they are accompanied by payment of the amounts required.
Subsequent completion of these applications will be the responsibility of those who submitted the entries.
- 5.19 Payment by cheque will not be accepted for an entry lodged electronically except where the Event Organisers have given their written approval.
The hard copy of the entry application fully completed must be posted with the cheque and until such time as these are received by the Event Secretary, the emailed entry will be listed as ‘conditional’.
- 5.20 Please note the entry applications where payments are being made as instalments will remain listed as ‘conditional’ until such time the required amounts are fully paid.

- 5.21 Each crew that has submitted an entry application to start in the event will be notified of an entry identity number issued for them by the Event Organisers. This will be the reference crew members quote with all matters relating to the event.
- 5.22 Should entry applications exceed the optimum field size of 60 vehicles plus 10 vehicles in Reserve at the close of entries at midnight on Friday, September 30, 2016, the Event Organisers at their discretion may need to limit the field for the event.
If this does occur, the contact nominee/s for all entry applications will be advised of such and entry applications be processed in order of receipt in accordance with clauses 5.14 and 5.15 of these regulations.
- 5.23 Please note that 'conditional' applications pending completion at the close of entries will not be allocated a start in the event in preference to those entry applications complete in all details by the close of entries.
- 5.24 If the event is oversubscribed to the extent that a number of entries cannot be allocated a start in the event, the Event Organisers shall notify the contact nominee/s of those entries thus affected and arrange for the refund in full of the amounts that were paid with their respective entry application.
- 5.25 If unforeseen circumstances result in the cancellation of the event by the organisers before the proposed start of the event, the organisers will notify the contact nominee/s and arrange for the refund in full of the amounts that were paid with their respective entry application.

6. AMENDMENTS TO EVENT ENTRY APPLICATIONS & WITHDRAWALS

- 6.1 Details submitted at the time of entering the event may be amended with the Event Organisers, preferably in writing, no later than the Close of Entries on Friday, September 30, 2016, which will be three (3) weeks prior to the start of the event.
- 6.2 Entry details amended less than three (3) weeks prior to the start of the event will be at the discretion of the Event Organisers.
- 6.3 Any crew or vehicle changed after the event has commenced may continue in the event at the discretion of the Event Organisers and dependent upon the approval of the Event Stewards.
- 6.4 Withdrawal of an entry in the event will be accepted in writing by the Event Organisers up to the Close of Entries on Friday, September 30, 2016.
Amounts paid at the time of submitting the entry will be refunded in full.
- 6.5 For entries withdrawn in writing after the Close of Entries on Friday, September 30, 2016, an Administration Fee of up to 20% of the Basic Event Entry component may be levied at the discretion of the Event Organisers.
- 6.6 Where a crew does not report for the Event Start and no written notice advising the withdrawal is received by the Event Organisers, then the organisers at their discretion may retain up to 100% of the payment submitted with that entry application.
- 6.7 During the conduct of the event it will be the responsibility of any crew that is unable to continue in the event to inform the Event Organisers as soon as possible of their withdrawal. (Refer to clause 2.24 of these regulations.)

7. 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 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 Anti-Doping Policy conflict, the Anti-Doping Policy will take precedence.

8. JUDGES OF FACT

Event Officials and Observers designated by the Clerk of Course will be Judges of Fact with regard to:

- the conduct of crews during the event;
- detected breaches of road rules and/or failure to observe traffic signs;
- crews observed travelling through areas designated out-of-bounds;
- crews failing to close gates where so required after their passage;
- roadworthy condition of vehicles during the conduct of the event;
- direction and manner of entry and exit at key locations and control points;
- information, observations and the time of day recorded on competitors' Road Cards;
- time of day and observed passage of vehicles recorded on Officials' Cards and Observation Sheets;
- recording of odometer readings of competing vehicles;
- the filling of fuel tank/s and recording these quantities for each vehicle at refuelling points and the finish of an economy skill test.

Please note that rally radar may be utilised by Event Officials to monitor the passage and conduct of crews during the event.

9. OFFICIAL EVENT NOTICE BOARD

Once the Southern Cross Rally Festival Touring Road Event is underway, there will be no fixed location for the Event Headquarters. Therefore the TRE Notice Board will become the official point of reference for all matters relating to the conduct of the event.

The TRE Notice Board will be placed in a prominent position, ideally in the vicinity of the Event Officials manning the Main Control points, firstly at the Event Start and then at each End of Day Check-In and Start of Day Control Point.

Official information regarding the event will be issued as TRE Bulletins and posted on the TRE Notice Board.

Please note there will be some circumstances where a member of each crew will be required to sign that they have taken a copy of a particular TRE Bulletin on behalf of the crew, in which case that crew member will then be responsible for informing the other members of the crew.

At the end of each day's run, the Start Order for the following day will be processed and posted in due course on the TRE Notice Board. (Refer to clause 11.6 of these regulations.)

The TRE Notice Board may also be utilised at other key locations such as Meal breaks and Refuels where Control Points are set up and manned by Event Officials.

10. PRE - EVENT SCHEDULE

- 10.1 Additional supplementary regulations will be issued three (3) weeks prior to the start of the event. These will contain details of the Pre-Event schedules, the Official List of Starters in the Event and the proposed Official Start schedule, including the Start Order for the event.
- Included also will be examples of the Roadbook content and various forms 'for official use' during the event, plus a checklist of the paperwork to be verified at Documentation for each crew taking part in the event.
- 10.2 Also at this time crews will be issued a blank Vehicle Safety Check form for the roadworthy assessment required of their vehicle before it may take part in the event.
- Crews are advised the Vehicle Safety Check can be carried out by a licensed mechanic or a CAMS Regional Scrutineer within one calendar month of the event.
- A valid registration inspection report for the vehicle, completed within one calendar month of the event, is an accepted alternative in place of the Safety Check for that vehicle.
- Preferably all Vehicle Safety Checks will be completed before the crews register at Documentation. Should this not be possible, it will be the responsibility of those crews whose vehicles cannot be checked beforehand to notify the Event Organisers in writing, no later than two (2) weeks prior to the start of the event, so that other arrangements can be made to check the vehicles.
- 10.3 Documentation and the compulsory event briefing are scheduled to take place on the morning of Monday, October 21, 2016 between 9:00 am and 11:30am at the Historic Sanctuary Motel at Healesville VIC.
- Crews will be advised in the additional supplementary regulations or a TRE Bulletin issued by the Organisers should there be changes regarding the times and/or venues for Documentation and compulsory briefings.
- 10.4 Should any crew member or official be unable to attend Documentation or the compulsory briefings, they are requested to notify the Event Organisers, preferably in writing, at their earliest convenience.
- 10.5 The Official Start of the Event commences at 1:00 pm on Monday, October 21, 2016 with cars departing the Historic Sanctuary Motel at Healesville VIC for the Prologue run to their first overnight stop at Marysville VIC.
- 10.6 The following will be presented by the crew members at Documentation and must be original issue or certified copies only. Please be aware that photocopies are not accepted as legal documents.
- Hard copy of the TRE Entry Forms to verify signatures where the entry applications were lodged by email.
 - Current civil Driver licences for all crew members who may drive the vehicle during the event;
 - Motor Vehicle registration papers and accompanying Compulsory Third Party Insurance documentation;
 - Vehicle Safety Check report, preferably completed, or the blank form for the vehicle yet to be assessed;
 - CAMS Log Books, (where applicable), and/or vehicle identity papers where issued by the FIA;
 - CAMS-affiliated Club membership cards, (where required), and CAMS licences for Competitors and crew;
 - Foreign competitors present the appropriate endorsements and competition licences as required.
- 10.7 Crew members who do not present the appropriate civil licences at Documentation that would allow them to drive the vehicle during the event, will be requested to sign a declaration to the effect that they will not drive the vehicle at any time whilst taking part in the event.
- 10.8 During Documentation each crew will receive and sign for their Event Start Time details, the ID cards for each crew member and the adhesive panels to be placed on their vehicle.
- At the compulsory briefing, crews will receive and sign for their Roadbook for the Prologue, along with their Road Card and Questionnaire activity sheets associated with the Prologue.
- 10.9 Items distributed to the crews further to the above will be advised in the additional supplementary regulations or TRE Bulletins issued at a later date.

11. START ORDER & FURTHER EVENT PROCEDURES

- 11.1 The Official Start program is scheduled to commence at 1:00 pm on Monday, October 21, 2016 with the crews departing the Historic Sanctuary Motel at Healesville VIC for the Prologue run to their first overnight stop at Marysville VIC.
- 11.2 Further information regarding the Official Start of the Event, including the Start Order for the crews, will be included with the additional supplementary regulations issued three (3) weeks prior to the start of the event. Amendments to the Start Order may be approved at the discretion of the Event Organisers up to one (1) week prior to the Event Start. Any changes will be released in a TRE Bulletin one (1) week prior to the event start.
- 11.3 Once the Event Start Control Point at Healesville is operational, crews are advised to confirm their scheduled start times. Last-minute changes can happen and it will assist the smooth running of the Event Start Control when crew members are aware if their starting order has been rearranged.
- 11.4 The Prologue run is short in distance, though relatively compact in content. Its purpose is to familiarise the crews with the manner of the skill tests and official procedures they may encounter during the event. The skill tests undertaken during the Prologue run will be scored and the results published on the TRE Notice Board, however these results will remain separate of those for the four Legs in the event.
- 11.5 At the end of the Prologue run at Marysville VIC, crews check in with the Event Officials stationed at the STOP point at the End of Day Main Control. Crews verify their arrival details are recorded correctly, then hand over their Road Cards along with the Questionnaire activity sheet/s (whether or not they were used during the Prologue run) and other paperwork that may be applicable, e.g. Incident Report Sheets containing any information that the crews wish to advise the Event Organisers, Notice of Withdrawal should this occur, etc. The Control Official's Card will be signed by a member of the crew that the details recorded are correct. Unless advised otherwise, when the crews arrive at the end of the run on Leg One and the subsequent Legs, they will follow the same procedure when checking in at the End of Day Main Control Points.
- 11.6 Within two (2) hours after the scheduled finish or the actual finish, whichever is the later, of the first vehicle to check in at the finish of the Prologue run, a provisional Start Order for Leg One will be posted on the TRE Notice Board. The official Start Order schedule for Leg One will be posted on the TRE Notice Board within two (2) hours of the provisional posting. Unless advised otherwise, the same procedures will be followed when posting first the provisional then the official Start Orders for Leg Two and this process then be repeated for the subsequent Start Order postings for the remaining Legs of the event.
- 11.7 On the morning of Tuesday, October 22, 2016, the Roadbook, Road Cards and Questionnaire activity sheets for Leg One will be available to crews at the Marysville Start of Day Main Control, 30 minutes before their scheduled Start Time for Leg One. Unless advised otherwise, the Roadbook, Road Cards and Questionnaire activity sheets issued for Leg Two of the event will be available to crews at the Start Control for Leg Two, 30 minutes before their due time to commence that day's run, and the same process then apply at the Start Controls for Legs Three and Four.
- 11.8 The final touring section at the end of Leg Four on Friday, October 28, 2016 will complete the road activities associated with the event. The End of Event Main Control will be located at Jenolan Caves House Resort. Estimated arrival time for the first car at the End of Event Main Control is 4:00 pm.

- 11.9 Unless advised otherwise, provisional results for Leg Four will commence being posted on the TRE Notice Board within two (2) hours after the scheduled finish or the actual finish, whichever is the later, of the first vehicle to check in at the End of Event Main Control.
- 11.10 Unless advised otherwise, the official results for Leg Four shall be published by 9:00 am on Saturday, October 29, 2016 for distribution during the “slow & easy” Breakfast for the crews and Event Officials in the Chisholm Restaurant at Jenolan Caves House.
- 11.11 Provisional overall winners of the touring categories will be announced during the Awards & Recognitions Presentation ceremony for the event that will take place during the 2016 ‘Southern Cross Rally Festival’ Finale Dinner Cruise on Sydney Harbour from 5:00 pm to 8:00 pm on Saturday, October 29, 2016.

2016 Southern Cross Rally Festival Finale ~

~ Recognitions & TRE Awards Ceremony

During the Recognitions & Awards Ceremony at the 2016 'Southern Cross Rally Festival' Finale on Saturday, October 29, 2016, achievements shall be recognised in the 2016 'Southern Cross Rally Festival TRE' for:

- ❖ First, Second and Third places in both the "Tarmac Tourers" and "Dirt Fossils" touring categories awarded by the Event Organisers for *Southern Cross Rally Heritage, Pride of Ownership & Sportsmanship*:
 - ◆ Vehicles shall be assessed for overall presentation and performance along with the conduct displayed by their crews throughout the event.

- ❖ First, Second and Third places shall be awarded as the popular choice for *Pride of Ownership & Sportsmanship* displayed by the crews taking part in the Event. These awards shall be based on the results of the collective votes of the officials and crew members taking part in the event:
 - ◆ Vehicles shall be assessed for overall presentation and performance along with the conduct displayed by their crews throughout the event.



First, Second and Third places shall be recognised in each of the touring categories for the best performances in the various skill tests as follows:

- ❖ For the Economy skill tests where the accuracy of the estimated fuel usages nominated by crew members is compared to the actual consumption of fuel by their vehicles during these tests:
 - ◆ Recognition in each touring category of the results achieved in each of the Economy skill tests by those crews who submitted fuel usage estimates for their vehicle;
 - ◆ Recognition in each touring category of the best results achieved overall in the Economy skill tests by those crews who submitted fuel usage estimates for their vehicle.

- ❖ For accuracy in map reading exercises and observing details at the Visual Route Checks during the Navigation skill tests:
 - ◆ Recognition in each touring category of the best results achieved in each of the Navigation skill tests by the crews who took part in the mapping exercises
 - ◆ Recognition in each touring category of the best results achieved overall in the Navigation skill tests by the crews who took part in the mapping exercises.

- ❖ For the least points penalties accrued in the Average Speed or Time-Distance-Speed (TDS) skill tests:
 - ◆ Recognition in each touring category of results in each TSD skill test;
 - ◆ Recognition in each touring category of the best results achieved overall in the TDS skill tests.

- ❖ For the least points penalties accrued in the Observation skill tests:
 - ◆ Recognition in each touring category of results for the Observation skill tests conducted in each of the four Legs;
 - ◆ Recognition in each touring category of the best results achieved for the Observation skill tests conducted in the four Legs overall.

2016 Southern Cross Rally Festival Finale ~

~ Recognitions & TRE Awards Ceremony [continued]

First, Second and Third places shall be recognised for the following achievements in the event:

- 2016 'Southern Cross Rally Festival Touring Road Event' *Challenge Drive* -
 - Combined Special Tests results & *Pride of Ownership & Sportsmanship*:
 - ◆ Recognition of the activity results overall in the "*Dirt Fossils*" category during the event.

- 2016 'Southern Cross Rally Festival Touring Road Event' *Country Drive* -
 - Combined Special Tests results & *Pride of Ownership & Sportsmanship*:
 - ◆ Recognition of the activity results overall in the "*Tarmac Tourers*" category during the event.



The Event Organisers reserve the right to include additional recognitions and awards which shall be published in TRE Bulletins or in conjunction with the official program for the event

Where possible, the provisional results for each day's run shall be announced during the function later that evening.

Unless advised otherwise, the official results for the final day's run shall be published by 9:00 am for distribution during the "slow & easy" Breakfast for the crews and Event Officials in the Chisholm Restaurant at Jenolan Caves House on Saturday morning, October 29, 2016.

Provisional overall winners of the touring categories will be announced during the Awards & Recognitions Presentation ceremony for the event that will take place during the Festival Finale Dinner Cruise on Sydney Harbour from 5:00 pm to 8:00 pm on Saturday, October 29, 2016.



APPENDIX 1: GENERAL INFORMATION REGARDING THE COURSE

ROAD USE & TRAVEL NOTES

Civil road rules and traffic signs must be observed at all times

Be considerate of other road users; the event is held on local and regional roads that remain open to the general public.

At any point along the course, crews can expect to meet pedestrians and other traffic not connected with the event.

The course includes concrete-based causeways and fords across freshwater creeks. Shallow water may be encountered at some of the crossings.

Take care and be aware of the possibility of oncoming traffic at all times. Stay to the left-hand side of the road when driving along narrow stretches of road or where the view of the road ahead is limited, (e.g. blind corners, crests and concealed entrances).

Where road works are being carried out, it is unavoidable that sections of the road surface may not be sealed.

Crews are advised that repairs to roads and bridges are likely to be in progress at various locations along the event.

EVENT SIGNAGE

Signage unique to the event will be kept to a minimum on the open road.

Boards are not placed specifically to signify Visual Route Checks; however "Caution" boards may be placed by Event Officials at any location along the route to alert the crews of unsafe conditions ahead. The degree of care suggested is indicated by one, two or three exclamation marks on a white background.

Control boards will be used to advise the location and boundaries of the Main Control Points, as noted in the Roadbook, and where Control Officials are on duty.

If for some reason a Main Control Point is not manned, Control boards will not be placed at that location and crews will then proceed by following the next section of instructions and time schedule as advised in their Roadbook.

Boards will be used to indicate the locations of Passage Controls Points if and where needed in the event. Please note Passage Controls Points are not advised in route instructions; however crews will be required to stop at any Passage Control Point they encounter in the event. (Refer to Control Points in this Appendix.)

Examples of the event signage that will be used during the event are shown as follows. These will be included also with the Roadbook legend and displayed at the compulsory event briefings

Manned Main Control	Manned Passage Control	All Manned Control Points	All Manned Control Points	Caution Board
				
Control Approach: "Clock" on Yellow circular background	Passage Approach: Black "Stamp"	Control Point: "STOP" on Red circular background	Exit Boundary: "Stripes" on Beige circular background	Indication of Care: !, !! or !!! Markers

APPENDIX 1: GENERAL INFORMATION REGARDING THE COURSE [continued]

CONTROL POINTS

There will be two types of Control Points, both of which will be manned by Officials of the Event and where the crews will be required to stop and check-in:

- Main Controls;
- Passage Controls.

Crews must check-in with the Control Officials (identified by their distinctive tabards and/or headwear) at all manned control points. Officials keep a log of the check-in times for the vehicles in the event on the Officials' Control Cards and transfer relevant details onto the Road Card for each crew.

Main Controls are located at the start and finish of the touring sections and where crews are instructed to check-in along the course of the event. Unless advised otherwise, all Main Control Points will be noted in the route instructions and the daily running schedules printed in the Roadbook.

Passage Controls on the other hand will set up only when the crews are required to stop along the course for some unforeseen reason, and therefore do not appear in the Roadbook.

The period of time that Main Controls remain operational during the course of a day will be advised in the Roadbook schedules. Any crew failing to visit a Main Control while it is operational will be deemed to have missed that control.

Control boundaries extend 50 metres beyond the "STOP" location and no work may be carried out on vehicles within the Control area; the correct exit from a manned control will be identified by a beige 'stripe' board.

Crews are obliged to approach and depart Control points with care; it can be expected that other personnel will be in the vicinity of the control locations.

Any incident relating to safety and care of person or property will be viewed most seriously by the Event Organisers and will be reported to the Event Stewards who have the authority to impose penalties up to and including exclusion.

Main Controls

Main Controls are located at the Start and Finish points of a section for the purpose of recording the times that the crews check in at these points.

The course between two consecutive Main Controls is known as a "section".

A yellow "clock" board facing oncoming event traffic along the route will indicate approximately 100 metres approach to a Main Control Point. (Crews are advised they will move well to the side or actually off the road to park within the Main Control location.)

A red "STOP" board will be placed in clear view at the point where the Main Control Officials carry out their paperwork.

A beige "striped" board indicates the exit boundary of the control area (approximately 50 metres beyond the "STOP" board).

Main Controls will open fifteen (15) minutes before the scheduled arrival time for the first car.

Details regarding the opening times for the Main Controls are published in the event schedules included with the Roadbook instructions. Nevertheless any number of factors can cause the route to be changed at short notice and crews are advised to check the TRE Notice Board each day for TRE Bulletins advising updates of the event schedule.

Should a crew arrive at a Main Control more than thirty (30) minutes later than their "recommended time of arrival" entered on the Road Card, they will be deemed to have missed that Main Control point.

APPENDIX 1: GENERAL INFORMATION REGARDING THE COURSE [continued]

Passage Controls

Passage Controls may be stationed at various points throughout the event and crews will be required to check in at these points.

All Passage Controls will be manned, however they are not noted in the Road Book instructions. It will be the responsibility of each crew to take note of, and sign for, the specific instructions they receive from Officials stationed at a Passage Control Point.

A “black “stamp” board placed alongside the route in a visible position will indicate a safe distance (approximately 100 metres approach) to a manned Passage Control.

A red “STOP” board will be placed at the actual Control location where the Officials carry out their paperwork.

A beige “striped” board indicates the correct exit boundary of the control area.

At times Passage Controls may need to be set up along country roads where space is limited. Should this be the case, crews are advised to “take care and be aware”.

Move to the side of the road and park clear of the roadway so that other traffic can travel in either direction without being hindered. Similarly take care and watch for other traffic when departing the location of a Passage Control Point.

APPENDIX 1: GENERAL INFORMATION REGARDING THE COURSE [continued]

OBSERVATION POINTS

There will be two types of Observation Points, where the crews do not stop unless specifically instructed to do so:

- Locations that are unmarked (and manned by Official Observers to record the passage of the vehicles) ;
- Unmanned locations used as Visual Route Check points in the Observation skill tests.

The main purpose of not stopping at these Observation Points is to avoid unnecessary interference with the general flow of traffic on public roads. Please keep in mind that most motorists you encounter on the open road will not be aware that you are taking part in an organised motoring activity.

Boards will not be placed as indicators at any of the undisclosed observation points along the course or at Visual Route Check locations.

Although the Visual Route Checks will be used extensively throughout the event in conjunction with the optional Observation Questionnaire skill tests, each VRC is listed already in the route instructions and it is not necessary to set up markers along the route.

At all times during the conduct of the event the crews are advised to be vigilant by paying attention to what is happening around them, and behave in a courteous manner toward other motorists.

Official Observers (Manned locations)

Event Officials stationed at any location during the event will be “judges of fact” to observe and record details relating to the passage of vehicles during the conduct of various skill tests.

The locations may be disclosed or undisclosed.

Crews do not stop at these points except where specifically instructed to do so (e.g. directed to stop by the police or road signage displayed by the authorities, or when approaching a manned Passage Control Point).

Visual Route Checks (Unmanned locations used for Observation Skill Tests)

Visual Route Checks (VRC) are given as specific locations in the Roadbook, either written into the route charted touring instructions or described by mapped references in the optional navigation skill tests.

Event officials will not be stationed at VRC points and in most cases there will be no signs unique to the event.

Crews do not stop at VRC points unless specifically instructed to do so.

Each VRC will be numbered in sequence for the Observation skill tests conducted during the event

Three (3) possible descriptions are given at each VRC, of which only one is correct. The descriptions make use of distinctive features found around the course and may be represented in various forms such as photographs of specific locations, ‘tulip’ diagrams, road signage, written descriptions, etc.

The signs and features to choose will be visible whilst on board a moving vehicle and the correct information may be located on either side of the road; however there should be no need for the crews to stop along the route at any point to look for an answer.

The observation skill tests are optional and those crews choosing to take part in the multiple-choice Observation skill tests record their answers on the activity sheets that are issued each day for the Observation Questionnaire.

Answers that are missed on the activity sheets or not entered correctly in the spaces numbered to correspond with the VRC number sequence in the Roadbook will be scored as an incorrect answer.

Crews hand in the Questionnaire activity sheets along with their Road Cards to the Control Officials stationed at the end of each day’s run.

Refer to Appendix 2 of these regulations for the point penalties that apply to scoring the Observation skill tests.

APPENDIX 2: SKILL TEST PROCEDURES, SCORING & RESULTS

Scores for individual tests, and performances overall given as points in addition, shall be posted on the TRE Notice Board. Unless advised otherwise, each day's provisional results shall be published before the start of the next day.

The crew(s) with the lowest points total in any activity shall be the best performers of that activity; the next lowest points total shall be the second best, and so on.

Each crew will receive one (1) point per finishing place in the respective activity. Ties will not be broken.

Breach of Rules

The following breaches of the rules will result in the penalty of Exclusion:

- Road Card alteration, false declaration or irregularity of crew or vehicle ID
- Acting in a manner detrimental to the interests of the sport

Should the penalty of exclusion be applied, the crew must withdraw from the event immediately, remove vehicle numbers, and forfeit all further privileges of a crew taking part in the event and all monies or rights associated with the event.

Breach of Road Rules and Posted Speed Limits

All participants must abide by the civil road regulations of the respective states and territories.

Where a crew has been penalised for a traffic offence, they will be placed on report. Any subsequent infringements shall be reported to the Event Stewards who have the authority to impose penalties up to and including exclusion.

Traffic and /or speeding offences, whether detected by Event Officials or by the police, will result in penalties as follows:

- Failure to observe the road rules and all traffic signs: 60 points per offence.

Further to the above, the following penalties will also apply for exceeding the posted speed limits:

- For offences up to 10 km/h above the limit: 10 points per km/h in excess of the posted limit;
- For offences greater than 10 km/h and up to 25 km/h above the limit: 20 points per km/h in excess of the posted limit;
- For offences greater than 25 km/h above the posted limit: Exclusion from the event at the discretion of the Event Stewards.

Penalties Applied for Breach of Event Procedures and Schedules

During the conduct of the event, the following penalties will apply:

- Loss of, or failure to hand in Road Card at Main Controls 500 points
- Failing to close gates where required to do so 100 points
- Missing a Main Control Point 60 points
- In excess of 30 minutes later than recommended arrival at a Main Control 60 points
- Failing to obey any reasonable instruction of an Event Official 60 points
- Observed travelling through out-of-bounds locations 30 points
- Entering or departing a Passage Control in the wrong direction 30 points
- Missing an observation question or a Visual Route Check (VRC) 30 points
- Incorrect answer to an observation question or VRC 30 points

APPENDIX 2: SKILL TEST PROCEDURES, SCORING & RESULTS [continued]

Vehicle Economy Skill Test

Vehicle economy skill tests compare a crew's estimate of their vehicle's fuel usage expressed as 'litres per 100 km', (or L/100), with the actual rate of consumption by their vehicle between two refuel points noted in the Roadbook.

All variations in fuel use, whether greater or less than the economy rates nominated, will be read as absolute values.

Participation in the vehicle economy tests will be optional and crews will be able to amend the nominated fuel usage rates for their vehicles before their scheduled time to start each day.

Refuel points will operate as Main Control Points where noted as such in the Roadbook. When crews check in at the Control STOP point, the Control Officials record the car numbers, odometer readings and, where fuel purchase dockets are presented by a crew to be verified, the volume of fuel taken on as a 'top up' along the route.

When each vehicle moves to the pumps, the car numbers and odometer readings are noted once again by an official who will observe the correct filling of the fuel tanks and record the volume of fuel that was required to fill the tank(s) for each vehicle. Crews are advised to counter-sign the details recorded by the official observer are correct.

For the conduct of a vehicle economy skill test, vehicles will be classified in their respective touring categories.

The best performer of an economy run will be the crew and vehicle achieving the closest result, this being the least percentage of variation when their actual rate of fuel usage in litres per 100 km is compared to their economy rate nominated prior to the start of the test; the second best performer will achieve the next closest result, and so on.

In addition to the TRE penalties above, the following will apply:

- Performances will be classified within each of the touring categories:
1 point per finishing place in the respective touring category.

For those who are more familiar with fuel usage rates expressed in 'miles per gallon', the following may be of help:

- ❖ To convert miles per gallon (MPG) to litres per 100 km (L/100), divide 282.5 by the number of MPG;
- ❖ To convert litres per 100 km (L/100) to miles per gallon (MPG), divide 282.5 by the number of L/100.

Navigation skill tests

The navigation skill tests are optional and are designed to measure the level of map reading and Observation skills demonstrated by members of the crews taking part. (Refer to clauses 2.21, 2.22 and 2.23 of these regulations.)

The best performing crew in a navigation skill test will accrue the least number of points penalties at the end of that special test; the second best performing crew will be penalised the next least number of points, and so on. For the points penalties that will apply during the navigation skill tests, refer to "Penalties Applied" in this Appendix.)

Observation Skill Tests at Visual Route Checks (Unmanned locations)

Visual Route Checks (VRC) are unmanned locations that are noted in the Roadbook, and either will be written into the route-charted touring instructions or be described as mapped references in the optional navigation skill tests.

Mostly there are no signs unique to the event at a VRC and crews do not stop unless specifically instructed to do so.

Each VRC that appears in the Route Instructions is numbered in sequence, e.g. VRC#1, VRC#2, etc. They all give three (3) descriptions at the location, one of which is the correct answer in the multiple-choice Observation tests.

The Observation skill tests make use of distinctive features found around the course with the locations presented in a varied manner such as a selection of photographs, 'tulip' diagrams, road signs, roadside information, signposts, etc.

The signs and features will be visible whilst on board a moving vehicle and the correct information may be located on either side of the road; however there should be no need for crews to stop along the route to look for an answer.

The observation skill tests are optional and those crews choosing to take part in the multiple-choice Observation skill tests record their answers on the activity sheets that are issued each day for the Observation Questionnaire.

Answers to the multiple-choice observation questions are entered onto the activity sheets using boxes that are numbered to correspond with the VRC number sequence in the Roadbook. Answers that are missing or not entered in the correct box will be scored as incorrect answers. (Refer to the "Penalties Applied" in this Appendix.)

APPENDIX 2: SKILL TEST PROCEDURES, SCORING & RESULTS [continued]

Average Speed Section Skill Tests

In average speed sections, known also as Time-Distance-Speed (TDS) sections, crews are assessed on their ability to observe the average speed nominated for a section. This may be scored as an overall result according to the time of arrival of the crew at the Main Control point at the end of the section, or a series of results at points located along the section to gauge the ability by the crew to maintain that average speed nominated for the section.

Average speed, or Time-Distance-Speed (TDS), skill tests start and finish at Main Controls and the details for each TDS skill test will be contained within the route instructions.

During the conduct of TDS skill tests where maintaining the average speed is required, Official Observers will be stationed at undisclosed points along the course of the section to record the passage of vehicles with the use of timepieces and/or radar equipment.

The Main Control at the end of a section and the points where Official Observers will be stationed shall be located so that a vehicle travelling at the nominated average speed would reach the points at time intervals of whole minutes.

Crews taking part in TDS skill tests do not stop at the undisclosed points, unless specifically instructed to do so according to road signage displayed by the civil authorities or where Event Officials are set up at a Passage Control.

The distance from the Start Control of a TDS section to the first of the undisclosed points where an Official Observer is stationed to record the time of passage of vehicles will not be less than three (3) kilometres. Please note this restriction does not apply regarding the location of radar equipment used to measure the actual speed of any vehicle.

Organisers will use the information recorded for each vehicle to monitor the passage of that vehicle, and to assess the time difference in minutes and seconds between the actual passage of that vehicle and the correct passage according to the overall average speed nominated for the skill test.

For scoring purposes, time intervals will be measured in whole minutes and tenths of minutes (i.e. intervals of 6 seconds or part thereof).

There may be TDS sections where the crews are advised by the Start Control officials that the average speed nominated initially in the route instructions for the section will change to a different average speed either at the start of the section or at a certain distance within the section, and continue as such to the Main Control at the end of that skill test.

In addition to the penalties that apply during the conduct of the event, the following will apply for the time of passage of the crews recorded at any location manned by Official Observers along the sections used for TDS skill tests:

- Incorrect time either side of correct time of passage recorded by officials at any point on a TSD skill test section:
10 points per minute, or 1 point per six second interval or part thereof, either side of correct time;
- Incorrect time either side of correct time of arrival at the finish point of a TSD skill test:
10 points per minute, or 1 point per six second interval or part thereof, either side of correct time;
- Radar readings in excess of the posted speed limit at that point along the course of a touring section that is used for a TSD skill test:
60 points per each km/h above the posted speed limit;
- Time of passage between two consecutive points as recorded by officials and equates to exceeding the posted speed limit:
60 points per each km/h above the posted speed limit.

The best performer in a Time-Distance-Speed skill test will be the vehicle and crew with the least number of points penalties at the end of that special test; the second best performer will be the vehicle and crew with the next least number of points penalties, and so on.