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VICTORIAN RALLY
CHAMPIONSHIP



Victorian Rally Championship
Part A - Standing Regulations
Part B - Event Minimum Standards
2016

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Victorian Rally Championship

Part A - Standing Regulations

**For COMPETITORS AND
ORGANISERS**

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VICTORIAN RALLY
CHAMPIONSHIP



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1. AUTHORITY

- 1.1. *The Victorian Rally Championship (VRC) and the Victorian Two Wheel Drive Rally Championship (VRC-2WD) (collectively referred to in this document as the VRCs) are championships sanctioned by the Victorian State Council (VSC) of the Confederation of Australian Motor Sport Ltd (CAMS) on advice from the Victorian Rally Panel (VRP).*
- 1.2. *The VSC has delegated the authority to manage the VRCs to the VRP, and the VRP has further delegated some of those responsibilities to the Victorian Rally Championship Management Group (VRCMG). The role of the VRCMG is described in Appendix 2:*
- 1.3. *These Standing Regulations govern the conduct of the VRCs and the Events that are designated by the VRP as being included in the VRCs.*
- 1.4. *These Standing Regulations must be approved by the VSC Executive and remain in effect until replaced. Amendments must be approved by the VSC Executive.*

2. THE CHAMPIONSHIPS

- 2.1. *The VRC and the VRC-2WD will consist of a number of Special Stage rallies hereafter referred to as "Events". These Events will be listed in a calendar issued from time to time by the VRP, usually at the beginning of each year.*
- 2.2. *Unless approved otherwise by the VRP, the VRC and the VRC-2WD shall consist of the same Events.*
- 2.3. *The VRC shall have the following classifications:*
 - a. *Overall. First Overall shall be the VRC Champion.*
 - b. *Vehicle Classes in accordance with Clauses 13.2, 13.3, 13.4, 13.5, 13.6 & 13.7*
 - c. *Clubman. Crews with a driver graded D, E or F and a co-driver of any grade competing in a vehicle with **does not have forced induction** that otherwise complies with any vehicle class listed in Clauses 13.2 and 13.3 (ie no S2000, CRC, CLB & G2 vehicles).*
 - d. *Novice. Crews with a driver graded E or F and a co-driver graded D, E or F competing in a vehicle that **does not have forced induction** but otherwise complies with any vehicle class listed in Clauses 13.2 and 13.3 (ie no S2000, CRC, CLB & G2 vehicles)..*

<p><i>The grades for Clubman and Novice only apply to each crew member's respective role. A driver's co-driver grade and a co-driver's driver grade are not relevant.</i></p>

- 2.4. *The VRC-2WD shall have the following classifications:*
 - a. *First Overall in the VRC-2WD shall be the VRC-2WD Champion.*
 - b. *There are no vehicle classes or other classifications within the VRC-2WD.*

3. GOVERNING RULES AND REGULATIONS

- 3.1. *Each Event will be held under the provisions of:*
 - a. *The International Sporting Code of the FIA*
 - b. *The National Competition Rules (NCR's) of CAMS*
 - c. *The National Rally Code (NRC) including Appendices A to E and using A-to-A timing in accordance with National Rally Code 1.33 except Appendix A Article 1.10(i) (f) dot point 3 (Parc fermé at the end of the Event) which is replaced by Clause 19 of these Regulations.*
 - d. *Select articles of the 2015 Australian Rally Championship (ARC) Regulations - Part 1 Sporting Regulations reproduced in Appendix 3 of these Standing Regulations.*
 - e. *Select articles of the 2015 Australian Rally Championship (ARC) Regulations - Part 2 Technical Regulations reproduced in Appendix 3 of these Standing Regulations.*
 - f. *The Victorian Rally Bulletin*
 - g. *These Standing Regulations*
 - h. *Individual Event Supplementary Regulations, Further Regulations, Instructions and/or Bulletins.*

4. EVENT FORMAT

- 4.1. *The preferred minimum competitive distance is 80 km. The preferred maximum competitive distance per day is 120 km.*
- 4.2. *The competitive distance may not be greater than 200km unless approved by the VRCMG prior to the publication of Supplementary Regulations.*
- 4.3. *In the case of a Force Majeure, the VRP may give recognition to an Event where the total competitive distance is less than 50 km.*
- 4.4. *Each Event will consist of one or more Heats. Where an Event has more than one Heat, the Heats should be of a similar competitive distance where practicable. There should not be more than two Heats per day.*
- 4.5. *The number of Heats must be stated in each Event's Supplementary Regulations under "Event Format" with the following wording:*

<p><i>"The event will be divided into xx heat(s) with each heat scored separately for Championship points."</i></p>

5. HEATS

- 5.1. See NRC 1.38 for a definition of a Heat.
- 5.2. Each Heat shall be scored separately for points in the VRCs.
- 5.3. The location of the end of a Heat and the start of the next Heat must be clearly nominated in the Event Itinerary and the appropriate place in the route instructions.
- 5.4. Crews may only start subsequent Heats of an Event if they have been booked out of the first control of Heat 1 unless approval is given by the Clerk of Course.
- 5.5. Crews who do not finish a Heat but who wish to start a subsequent Heat shall do so in accordance with Clause 18.
- 5.6. Crews who gain points in a Heat but fail to finish any subsequent Heat must make their vehicles available for scrutiny prior to departing the Event. Failure to do so may result in loss of points from the heats completed.

6. EVENT POSTPONEMENT OR CANCELLATION

- 6.1. The postponement or cancellation of any event must be in accordance with NCR 59 and NRC 6.9(i).
- 6.2. The VRCMG should be consulted prior to any postponement or cancellation.
- 6.3. Consideration must be given to the implications of the postponement or cancellation of the event to the VRCs (eg: how it may affect the outcome of that year's VRCs).
- 6.4. If an Event is postponed or cancelled it may still be subject to fees and charges imposed by VRP and/or CAMS. See Appendix R - Fees and Changes.

7. ENTRIES

- 7.1. The entry fee will be refunded in full if:
 - a. An entry is not accepted,
 - b. The entry is withdrawn prior to the date of close of entries,
 - c. In the case of a reserve entry not starting the Event.
- 7.2. The organisers reserve the right to refuse any entry in accordance with NCR 83.

8. ORGANISATIONAL REQUIREMENTS

- 8.1. Organisers will be required to pay the following:
 - a. The CAMS permit fees as applicable to the Event.
 - b. Fees to the Road Damage Fund as per VRB.
 - c. Fees to the Rally Promotion Fund as per VRB.
 - d. Fees to Rallysafe (if applicable)

It is intended that the fees paid to the promotion Fund be also used for the purchase of end of season series trophies, awards and general management of the VRCs.

- 8.2. The fees described in Clause 8.1(b) & 8.1(c) above are to be sent to CAMS with the permit fee and are to be secured in separate trust accounts managed by CAMS and the VRP. Organising clubs are requested to advise the chair of the VRP when these fees are paid, with sufficient detail to confirm the correct amount has been paid in respect of each fund.
- 8.3. The Organisers must supply competition numbers to each competing crew in accordance with Appendix 4.
- 8.4. The Organisers must also supply a set of competition numbers or similar stickers to each competing crew for each service vehicle nominated on the entry form. The numbers shall be a minimum of 60mm high and must be placed on the top left hand side of the windscreen of the nominated service vehicle/s so as to be clearly visible to officials outside the vehicle.
- 8.5. A Results Manager must be appointed to produce results in accordance with Clause 20 of these Standing Regulations.
- 8.6. All Events must ensure that servicing is carried out only at service points nominated in the route instructions. Refer ARC Regulations - Part 1 Sporting Regulations Article S16 for the definition of prohibited service (see extract in Appendix 3)

9. AMENDMENTS TO THE REGULATIONS AND BULLETINS

- 9.1. Event Supplementary Regulations may only be amended in accordance with NRC 1.40.
- 9.2. Any amendment or any additional provision to the Supplementary Regulations of an Event will be announced by dated and numbered Bulletins, which will then form an integral part of the Event Supplementary Regulations. All competitors are bound by a Bulletin once so issued. Event Organisers may where reasonably possible require that competitors sign or otherwise indicate their acceptance of a validly issued Bulletin as a condition of being further permitted to participate in the Event.

10. ELIGIBLE CREWS

- 10.1. *The VRCs are open to holders of a CAMS Clubman Rally licence or superior.*
- 10.2. *Each crew shall consist of two people, each being the holder of a licence described in Article 10.1. One crew member is to be nominated on the entry form as the Driver and the other as the Co-Driver.*
- 10.3. *Crew members may be changed or have their roles reversed up to one hour prior to the start of the Event provided the Organisers are notified of such change in writing. After this time, crew members cannot interchange from their nominated positions whilst competing on special stages except in an emergency situation or in accordance with Article 10.4.*
- 10.4. *Where the nominated driver has a probationary civil drivers licence and is ineligible to drive the competing vehicle on a public road as a result of modifications to that vehicle, that driver is prohibited from driving the competing vehicle on any road that has not been gazetted as closed to the public and the nominated co-driver must have a civil drivers licence that is not probationary. On any sections of road that are not so closed, only the co-driver may drive the competing vehicle.*
- 10.5. *Crew members are eligible to score points and prize money in the VRCs if they are registered in accordance with Article 11.*

11. CREW REGISTRATION

- 11.1. *Crew series registration is automatic when entering a VRC event (subject to 11.3), except for any crew member who elects not to score series points using the check box on the Event Entry Form or other method provided by the organisers.*
- 11.2. *Any crew member wishing to not register for the year must do so on the entry form of the first round they contest for the year or by other method provided by the organiser of that event.*
- 11.3. *Once 50% of the calendared VRC heats have been run within a year, no new crew Registrations are accepted. Any crew member not registered will not be eligible for series points, but will be eligible for event awards.*
- 11.4. *Event Organisers shall indicate on all lists of competitors and results those crew members that are not registered for points in the VRCs for that Event.*

12. ELIGIBLE VEHICLES

- 12.1. *Vehicles must comply with one of the categories as defined in the CAMS Manual of Motorsport.*
- 12.2. *Vehicles eligible for VRCs points and awards are:*

<i>Designation</i>	<i>Definition</i>
<i>PRC</i>	<i>Group 3C - Production Rally Cars</i>
<i>Gp N</i>	<i>FIA Group N</i>
<i>Gp N(P)</i>	<i>CAMS Group N (P) Rally Cars</i>
<i>S2000</i>	<i>FIA Super 2000 – Rallies</i>
<i>HRC</i>	<i>Historic Rally Cars categories 1& 2</i>
<i>CRC</i>	<i>Classic Rally Cars</i>
<i>CLB</i>	<i>Group 3 - Club Rally Cars</i>

- 12.3. *Vehicles NOT eligible for VRC or VRC-2WD points and awards except Class awards are:*

<i>Designation</i>	<i>Definition</i>
<i>G2</i>	<i>ARC Group G2</i>

- 12.4. *Vehicles NOT eligible for VRC, VRC-2WD points and Class points and awards are:*

<i>Designation</i>	<i>Definition</i>
<i>S1600</i>	<i>FIA Super 1600</i>
<i>R5</i>	<i>FIA Group R5</i>

Events may create a combined invitational class for these categories

13. VEHICLE CATEGORIES AND CLASSES

- 13.1. *Each vehicle shall be allocated to a Class depending upon the Category for which it is eligible in accordance with Clause 12.*
- 13.2. *PRC, Group N & Group N(P) (combined)*

Class	Definition
PN1	Up to 1400cc
PN2	Over 1400cc up to and including 1600cc
PN3	Over 1600cc up to and including 2000cc
PN4	Over 2000cc, two wheel drive
PN5	Over 2000cc four wheel drive and (not meeting the requirements of Class PN6) Includes Mitsubishi Lancer Evo7 onwards and Subaru GDA onwards plus any 4WD vehicle with fully active differentials* irrespective of their model or year.
PN6	Over 2000cc four wheel drive models first manufactured prior to 1/1/1998. Includes Mitsubishi Lancer models up to and including EVO 6.5 and Subaru models up to and including GC8. P6 precludes the use of fully active differentials*.

**see CAMS manual for definition*

- 13.3. *HRC*
 - a. *All HRC (Historic Rally Cars) vehicles shall be placed in the one class*
- 13.4. *CRC*
 - a. *All CRC (Classic Rally Cars) vehicles shall be placed in the one class.*
- 13.5. *CLB*
 - a. *All CLB (Club Rally Cars) vehicles shall be placed in the one class*
- 13.6. *S 2000*
 - a. *All S2000 vehicles shall be placed in the PN5 class.*
- 13.7. *G2*
 - a. *All G2 vehicles shall be placed in the one class.*

14. OBSERVERS

- 14.1. *Each Event may be observed in accordance with the VRCs standard observation form.*
- 14.2. *The Observer(s) shall be person(s) appointed by the VRCMG and shall have the role of observing and providing feedback to the VRCMG, the VRP and the Clerk of Course about the overall quality of the Event.*
- 14.3. *The Observer(s) must be given all Event documentation prior to the Event.*
- 14.4. *The Observer(s) must be granted access to all areas of the Event, including the passage of special stages.*
- 14.5. *If entering a special stage after the 000 vehicle, the Observer(s) must advise the Clerk of Course prior to entry.*
- 14.6. *The Observer(s) may not enter a special stage after the 00 vehicle, and if caught by the 00 vehicle whilst in a special stage must immediately park in a suitable safe area until the passage of the Sweep vehicle.*

15. COMPETITOR RELATIONS OFFICER

- 15.1. *Each Event must have a Competitor Relations Officer (CRO).*
- 15.2. *The VRCMG may appoint a VRC CRO from time to time. If the appointed CRO is unable to attend an Event, the Organisers shall nominate a CRO who must then be approved by the Stewards.*
- 15.3. *The CRO's name and mobile phone number must be advised to the crews of each Event in the Supplementary Regulations, the Further Instructions and Road book or with a Bulletin, unless the Stewards approve otherwise.*
- 15.4. *Crews should initially consult with the CRO with a view to resolving any issues (for example, stage times or penalties, rejoining etc) before presenting questions or issues to the Clerk of Course or Stewards.*
See Appendix 1 for a description of the duties of the CRO.

16. STARTING ORDER

- 16.1. *Following the close of entries, the Clerk of Course shall compile a Provisional Start Order in accordance with the Victorian-Seeding List.*
- 16.2. *The Clerk of Course shall allocate a position in the Provisional Start Order for any Driver not on the Victorian Seeding List.*
- 16.3. *The Clerk of Course may alter the Provisional Start Order position of any Driver considered to be not in an appropriate position. Any such alteration must be the subject of report to the Stewards.*
- 16.4. *Car numbers shall be allocated after the Provisional Start Order is determined and shall be advised in the Further Instructions.*
- 16.5. *Objections to the provisional starting order should be lodged in writing with the Event Secretary stating the reason and providing evidence as soon as possible but no later than the close of official scrutiny.*
- 16.6. *Following consideration of any objections by the Stewards, a Start Order shall be compiled and placed on the Official Notice Board at least 1 hour prior to the commencement of the Event.*
- 16.7. *A ballot shall be conducted at the Crew Briefing amongst the first three crews on the Start Order to determine their start positions. The ballot shall be held at least 15 minutes prior to the start time of the first car.*
- 16.8. *Where an Event has more than one Heat, crews will start the next Heat in the same order as they finished the previous Heat unless determined otherwise by the Clerk of Course.*

17. PACE NOTES

- 17.1. *Pace Notes may only be used in an Event if written application has been made to and approval granted by the VRCMG.*
- 17.2. *If approved, the use of pace notes is to be advised in the Event's Supplementary Regulations.*
- 17.3. *For Events not using pace notes, any crews found using or in possession of pace notes (determined to be such by the absolute discretion of the Clerk of Course in consultation with the Stewards) will be excluded from the event. Events not using pace notes must have the following wording in the Event Supplementary Regulations:*

“Any crew found using or in possession of pace notes (determined to be such by the absolute discretion of the Clerk of Course in consultation with the Stewards) will be excluded from the event.”

18. REJOINING EVENTS

Rejoining is permitted in accordance with NRC 6.10 with the following variations:

- 18.1. *Rejoining crews will start in a position on the road allocated by the Clerk of Course, generally in consultation with the CRO. This position should be as close as possible to the position held by the crew at the start of the stage that they failed to finish. Crews who do not rejoin at the time required by the position allocated to them will accrue early or late penalties as appropriate.*
- 18.2. *A rejoining crew will be classified in an Event and relevant Heat results behind any crews who complete the entire Event or Heat as per NRC 6.10.*
- 18.3. *Missing stages in one Heat will not affect the results of other Heats.*
- 18.4. *The rejoining crew must consist of the same vehicle, driver and co-driver in their nominated roles as per Clause 10.3.*
- 18.5. *Crews will not be eligible for VRC's points for a heat in which they missed a stage.*

19. END OF EVENT PARC FERMÉ

- 19.1. *Vehicles are subject to parc fermé from as soon as they reach the final control until half an hour after the last car has reached the final control. This time period may be varied by the Clerk of Course with regard to NCR 208(iii).*
- 19.2. *The end of event parc fermé may be open to the public as per ARC Regulations – Part 1 – Sporting Regulations Article S15.*

An extract of this ARC Article has been reproduced in Appendix 3 of these Standing Regulations for reference

20. RESULTS

- 20.1. *Dated Provisional Results shall be issued within 120 hours of the end of the event and in accordance with the Event Schedule, Clause 16.7 of the Victorian Rally Bulletin – Part B, NRC Article 5.6 and NCR Article 174(v).*
- 20.2. *The Clerk of Course reserves the right when compiling results to modify the times calculated from the road cards and control cards by taking into account any document(s) provided by any official(s) of the Event. Any such modification(s) must be approved by the Stewards.*
- 20.3. *Partial official classification will not be issued.*
- 20.4. *Results for event awards will be established by adding the total elapsed time of all the special stages and any penalties incurred in all heats together.*
- 20.5. *Following the expiry of the protest period for the Provisional Results and any subsequently amended Provisional Results, the Final Results shall be issued as soon as practicable.*
- 20.6. *The complete Provisional and Final results must also be available for viewing and downloading on <http://www.vicrally.com.au>.*
- 20.7. *Once the Final Results have been issued, the points scores of the VRCs shall be compiled and then published on the Victorian rally website <http://www.vicrally.com.au>.*
- 20.8. *There shall be a seven day period available to protest the compilation of the points scores. Thereafter no further alteration of the points scores for that Event shall be allowed - even if subsequent errors are discovered - except for Event personnel receiving compensatory points in accordance with Clause 24.6*

21. ADVERTISING & PUBLICITY OF RESULTS

- 21.1. *Any advertising, publicity and/or statements made by Organisers, Promoters, Competitors, crew members and their agents must be done in a manner not likely to mislead the public as to the nature of the results and competition and are subject to the provisions of NCR 156.*

22. NUMBER OF EVENTS/HEATS THAT COUNT

- 22.1. *The VRCs will have a minimum of 4 Events and a maximum of 8 Events each year (regardless of the number of Heats) unless otherwise determined by the VRCMG. Additional and/or substitute Events may be added or deleted from the championship calendar at the discretion of the VRCMG.*
- 22.2. *Where an Event is conducted in the format of multiple heats, each heat will be scored separately for the purposes of allocating Championship points.*
- 22.3. *Heats that count towards a Championship shall be determined on the following basis:*

<i>Heats Conducted</i>	<i>Heats Dropped</i>
<i>6 or less</i>	<i>0</i>
<i>7 - 8</i>	<i>1</i>
<i>9 - 12</i>	<i>2</i>
<i>13 - 14</i>	<i>3</i>
<i>15 - 16</i>	<i>4</i>
<i>More than 16</i>	<i>Determined by the VRCMG</i>

- 22.4. *To be eligible for awards in the VRCs, drivers and co-drivers must have started at least 50% of the Events conducted and must also have started at least one Event in a particular classification or Championship to be eligible for awards in that classification or Championship.*
- 22.5. *If a person is ineligible for an award due to the application of Clause 22.4 the award will be made to the next eligible person (if any). Points will not be reallocated if a person is ineligible for an award.*

23. AWARDS

23.1. Minimum Awards in an Individual event

- a. For each EVENT the following awards are to be the minimum presented to the Driver and Co-driver:
 - i. First Outright Driver and Co-driver
 - ii. Second Outright Driver and Co-driver
 - iii. Third Outright Driver and Co-driver
 - iv. First Two Wheel Drive Driver and Co-driver
 - v. Second Two Wheel Drive Driver and Co-driver
 - vi. Third Two Wheel Drive Driver and Co-driver
 - vii. First Novice Driver and Co-driver
 - viii. First in each Vehicle Class** Drivers and Co-drivers (minimum 3 starters in each class)
 - ix. First Excel
- b. The outright winners of the VRC and the VRC-2WD for the event and each Heat shall be acknowledged in the list of Awards and at the Presentation.
- c. Multiple award winners may have their awards amalgamated.
- d. Where an Event is also a round of a higher graded series (eg the ARC), the awards of the VRCs may be amalgamated with those of the higher graded series.

23.2. Championship Awards

- a. Annual awards to the Driver and Co-driver shall be made for the following:
 - i. Victorian Rally Championship
 - a. Champion Driver and Co-driver
 - b. Second Overall Driver and Co-driver
 - c. Third Overall Driver and Co-driver
 - d. First in each Vehicle Class** Driver and Co-driver (min. 3 vehicles in each class during the year)
 - e. First Clubman Driver and Co-driver
 - f. First Novice Driver and Co-driver
 - ii. Victorian 2 Wheel Drive Rally Championship
 - a. Champion Driver and Co-driver
 - b. Second Overall Driver and Co-driver

23.3. Multiple award winners may have their awards amalgamated.

**** Note that separate awards will not be provided for the S2000 Class as it is incorporated into class PN5 under Article 13.2.**

24. ALLOCATION OF CHAMPIONSHIP POINTS

In each group below, the first 15 drivers may not necessarily be in the same vehicles as the first 15 co-drivers.

24.1. Victorian Rally Champion

- a. Drivers and Co-drivers eligible to score points in this Championship will be those who have registered for that Event in accordance with Clause 11 and who competed in that Event in a vehicle complying with any class listed in Clauses 13.2 - 13.6. (ie no G2 cars)
- b. Awards will be determined by points allocated in each Heat to the first 15 Drivers and the first 15 Co-drivers who are eligible in accordance with Clause 24.1.a as follows:

Eligible Heat Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	25	21	18	16	14	12	10	8	6	5	4	3	2	1

- c. Following the application of Clauses 22.4 (Heats that count) and 22.5 (exclusion of ineligible persons), the person with the highest total of points at the end of the year shall be declared the Victorian Rally Champion, the next highest Victorian Rally Championship - Second Overall and the next highest Victorian Rally Championship - Third Overall.

24.2. Victorian Two Wheel Drive Rally Champion

- a. Drivers and Co-drivers eligible to score points in this Championship will be those who have registered for that Event in accordance with Clause 11 and who competed in that Event in a two wheel drive vehicle that otherwise complies with any class listed in Clauses 13.2, 13.3, 13.4 and 13.5 .
- b. Awards will be determined by points allocated in each Heat to the first 15 Drivers and the first 15 Co-drivers who are eligible in accordance with Clause 24.2.a as follows:

Eligible Heat Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	25	21	18	16	14	12	10	8	6	5	4	3	2	1

- c. Following the application of Clauses 22.4 (Heats that count) and 22.5 (exclusion of ineligible persons), the person with the highest total of points at the end of the year shall be declared the Victorian Two Wheel Drive Rally Champion and the next highest Victorian Two Wheel Drive Rally Championship - Second Overall.

24.3. Victorian Rally Championship - Vehicle Classes

- a. Drivers and Co-drivers eligible to score points in the Vehicle Class Awards will be those who have registered for that Event in accordance with Clause 11 and who competed in that Event in a vehicle complying with any class listed in Clauses 13.2, 13.3, 13.4, 13.5 & 13.7. (class 13.6 is incorporated into the appropriate 13.2 class)
- b. Awards will be determined by points allocated in each class in each Heat to the first 15 Drivers and the first 15 Co-drivers who are eligible in accordance with Clause 24.3.a as follows:

Eligible Heat Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	25	21	18	16	14	12	10	8	6	5	4	3	2	1

- c. Following the application of Clauses 22.4 (Heats that count) and 22.5 (exclusion of ineligible persons), the person with the highest total of points at the end of the year shall be declared the Victorian Rally Championship - Vehicle Class winner.

24.4. Victorian Rally Championship – Clubman Award

- a. Drivers and Co-drivers eligible to score points in the Clubman Award will be those who have registered for that Event in accordance with Clause 11 and who comply with the requirements of Clause 2.3(c).
- b. Awards will be determined by points allocated in each Heat to the first 15 Drivers and the first 15 Co-drivers who are eligible in accordance with Clause 24.4.a as follows:

Eligible Heat Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	25	21	18	16	14	12	10	8	6	5	4	3	2	1

- c. Following the application of Clauses 22.4 (Heats that count) and 22.5 (exclusion of ineligible persons), the person with the highest total of points at the end of the year shall be declared the Victorian Rally Championship - Clubman winner.

24.5. Victorian Rally Championship – Novice Award

- a. Drivers and Co-drivers eligible to score points in the Novice Award will be those who have registered for that Event in accordance with Clause 11 and who comply with the requirements of Clause 2.3(d).
- b. Awards will be determined by points allocated in each Heat to the first 15 Drivers and the first 15 Co-drivers who are eligible in accordance with Clause 24.5.a as follows:

Eligible Heat Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	25	21	18	16	14	12	10	8	6	5	4	3	2	1

- c. Following the application of Clauses 22.4 (Heats that count) and 22.5 (exclusion of ineligible persons), the person with the highest total of points at the end of the year shall be declared the Victorian Rally Championship - Novice winner.

24.6. Compensatory Points

- a. *A person who is in a significant role at an Event in the Championship , may apply in writing to the VRCMG to receive compensatory points for that Event towards awards in that year's VRCs.*
- b. *A significant role includes Clerk Of Course, Event Secretary, the Senior Road Director and Officials Co-Ordinator.*
- c. *The written request must be endorsed by the Event's Clerk of Course or Secretary and must be received by the VRCMG prior to the publication of the event's Supplementary Regulations.*
- d. *A person may receive compensatory points for only one vehicle class and the class must be nominated at the time of applying the points.*
- e. *The names of any persons approved to receive compensatory points must be published in the event's Further Regulations.*
- f. *The compensatory points awarded shall be the average of the four highest points the person received for other Heats during the year. Points shall be awarded in all classifications that the person is eligible for.*

<p><i>The application of this Clause means that the compensatory points may change if the person has good results later in the year.</i></p>
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- g. *A person can only claim compensatory points for one Event per year.*

24.7. Deleted Heat Points allocation

- a. *Should one of the Heats not be able to run in its entirety for any reason, the points shall be awarded on the basis of the established classification: full points if more than 50% of the scheduled length of special stages has been run, half points being awarded if between 25% and 50% of the length of special stages has been run. No points will be awarded if less than 25% of the scheduled length of special stages has actually been run.*
- b. *If reduced or no points are allocated on the basis of clause 24.7(a) then the shortened heat will still be considered as being a "Heat Conducted" in clause 22.3.*

24.8. Ties

- a. *In the case of a tie within a particular award at the end of the championship, the tie will stand and joint awards will be made. (Note: If there is a tie for 1st, then there is no separate 2nd place award, and if a tie for 2nd, there is no separate 3rd place award.*
- b. *In the case of a tie in a Heat, the tie will stand and the points on offer will be shared.*

25. SPONSORSHIP & SIGNAGE

- 25.1. *Sponsorship arrangements of the Championships will be the subject of Bulletins.*
- 25.2. *Series Sponsorship signage, if supplied, must be displayed on the vehicle, unmodified (except that signage for Area D may be trimmed to fit provided that none of the sponsor name is removed), in accordance with Appendix 4; Area D and Area E*
- 25.3. *Event Door-plates / Event Stickers provided by the organisers must be displayed on the vehicle, unmodified, in accordance with Appendix 4; Area B.*
- 25.4. *Any breach of regulation 25.2 or 25.3 may be reported by the Clerk of Course to the Stewards of the Meeting, who may impose a time penalty or a penalty of exclusion from the event.*

26. RALLYSAFE (OR EQUIVALENT)

- 26.1. *Where electronic tracking devices, such as Rallysafe, are being used during an event, the power supply to the unit and the proper connection of all aerials must be continuous from 30 minutes prior to the vehicle leaving the first Time Control of a day until the car reaches the final Time Control of that day or retires from the Event. Interruptions to the power supply or aerial connections may be reported by the Clerk of Course to the Stewards of the Meeting, who may impose a time penalty or a penalty of exclusion from the event. Repeated offences shall incur a penalty.*

APPENDIX 1 - COMPETITOR RELATIONS OFFICER (CRO)

- A1.1 *A Competitor Relations Officer (CRO) shall be appointed for all Victorian Rally Championship Events.*
- A1.2 *The CRO must have a clear understanding of all Regulations under which the Event is conducted. They should attend the Stewards meetings in order to keep abreast of all the decisions taken.*
- A1.3 *The principal duty of the CRO is to be the first point of contact for crews and to act as an intermediary between crews and the Clerk of Course and/or the Stewards.*
- A1.4 *The CRO should at all times be sympathetic towards crews and assist wherever possible.*
- A1.5 *The CRO should be easily identifiable by the crews. To this end it is advisable that:*
 - A1.5.1 *They wear a very conspicuous badge and/or vest.*
 - A1.5.2 *Be introduced at drivers' briefing.*
 - A1.5.3 *Their name, photo and mobile phone number should be on the Official Notice Board*
- A1.6 *The CRO should have a schedule drafted for the Event and posted on the notice board at Rally Headquarters. This schedule should include the CRO attending the following areas*
 - A1.6.1 *Start of the Event*
 - A1.6.2 *Starts of Heats*
 - A1.6.3 *Service parks*
 - A1.6.4 *Parc Fermé*
 - A1.6.5 *Finish of the Event*
- A1.7 *The CRO shall refrain from saying anything or taking any action that might give rise to protests.*

APPENDIX 2 - VRC MANAGEMENT GROUP (VRCMG)

A2.1 Terms of Reference

- A2.1.1 The VRCMG is a sub-committee of the VRP, who retain the right to appoint at least one of its members.
- A2.1.2 By June each year the VRCMG is to nominate to the VRP a Chairperson. The nominated Chairperson does not need to be a member of the current VRCMG.
- A2.1.3 The Chairperson elect will then select those persons they wish to be members of the VRCMG and submit their selection to the VRP for ratification at the VRP June meeting.

A2.2 Roles and Responsibilities

- A2.2.1 Liaise with Event organisers in the planning, promotion and conduct of VRC events ensuring standards and rules are met and followed and that events are consistent within the series. The VRCMG is empowered to demand changes to any part of the Event if they deem such changes are necessary and may arrange for Event observers to report on an Event.
- A2.2.2 Maintenance and publication of the championship standings.
- A2.2.3 Promote the VRC as far as possible in conjunction with other promotional bodies organised by the VRP or CAMS, and coordinate any VRC sponsorship proposals and sponsorship arrangements.
- A2.2.4 Report to the VRP on matters relating to the conduct of the VRC.
- A2.2.5 Liaise with people on VRC issues and provide advice to the VRP regarding these issues.
- A2.2.6 Ensure the seeding list is up to date.
- A2.2.7 Pass on grading recommendations to the VRP.
- A2.2.8 Maintain or supervise current points scores for the Championships, and organise end of year trophies.
- A2.2.9 Submit changes to the Standing Regulations to the VRP.
- A2.2.10 Update and arrange for the distribution of the Standing Regulations.
- A2.2.11 Provide interpretation and advice concerning the Standing Regulations to organisers and crews.
- A2.2.12 Develop and monitor minimum standards for the conduct of Events to be run as part of the Championships.
- A2.2.13 In the case where a member of the VRCMG intends to compete in a round of the Championship, the liaison with regard to the Events course (including road book/s) will be handled by other VRCMG members or by the Event Checker and Area Coordinator or an appropriately appointed member of the VRP.
- A2.2.14 Distribution of all VRC series sponsorship monies to Events in accordance with VRC series sponsorship arrangements.

APPENDIX 3 - SELECT ARC REGULATIONS

Reproduced below are the selected articles from the 2015 Australian Rally Championship (ARC) Sporting & Technical Regulations referred to in Clause 3 of these Standing Regulations. (Note: These are not the complete regulations, only those articles used by the VRC.)

2015 Australian Rally Championship (ARC) Regulations (Part)

PART 1 – SPORTING REGULATIONS

S6. CREW ATTIRE

During each special stage, each crew member shall wear a helmet and apparel as specified in Schedule D (General Requirements for Cars and Drivers of the CAMS Manual of Motor Sport). Failure to comply with this Article shall result in a penalty up to and/or inclusive of exclusion, at the discretion of the Stewards of the Meeting.

S12. EVENT DETAILS

S12.1 General

- (i) The Clerk of the Course of each Event will be responsible for the application of the Championship Sporting and Technical, Supplementary and Other Regulations, and their provisions during the running of the event.
- (ii) Notwithstanding, they must inform the Stewards of the Meeting of any important decision taken in application of the Championship Sporting and Technical, Supplementary or Other Regulations of the event.
- (iii) Where a case is not provided for in these Regulations or the Supplementary Regulations for an Event it shall be considered by the Stewards of the Meeting who alone shall have the power to decide.
- (iv) The driver shall assume the competitor's responsibility when the latter is not on board the vehicle.
- (v) Where an incorrect, fraudulent or unsporting action is carried out by the competitor or a member of the crew the matter shall be judged by the Stewards of the Meeting who may impose penalties which may include exclusion.
- (vi) Alteration to, Abandonment and Termination of the Event: in accordance with the NCR, the organisers may abandon, alter or terminate the Event at any point.

S15. FINAL CONTROL

As soon as each crew arrives at the final control of an event the car shall be driven into the parc fermé. This parc fermé may be converted to a holding area open to competitors and the public, providing that sufficient marshals are in attendance to ensure that each other requirement for parc fermé are complied with.

A brief check shall be carried out there to verify:

- its conformity with the car submitted at pre-Event scrutiny
- if there is cause to impose the penalties specified under NRC 5.2.

If a vehicle is not required for post event scrutiny it may be released 30 minutes after the time at which the last car in their competition booked into the final control.

S16. TRAFFIC AND REPAIRS (SERVICING)

S16.1 General Conditions:

- (i) Throughout the event, servicing of a competing car shall only be carried out in a service park unless S12.7 of these regulations applies. However, the crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.
- (ii) The speed of a car in the service park may not exceed 30 km/h. Failure to comply with this limit shall result in a penalty being applied by the Stewards of the Meeting.
- (iii) When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling of fuel is permitted in a service park provided that:
 - the work is carried out under the supervision of a marshal,
 - no other work is carried out on the car during the emptying and/or refilling operation,
 - a suitable safety perimeter is established around the car,
 - marshals are present with fire extinguishers sufficient in capacity and suitable for use on flammable liquid,
 - only sufficient fuel is added to reach the next refuel zone.

S16.2 Definition of prohibited service:

Prohibited service includes:

- (i) the use or receipt by a crew of a manufactured material (solid or liquid other than drinking water supplied by the organiser), spare part, tool or equipment other than one carried in a competing car.
- (ii) The presence of a member of the team or a team conveyance within one kilometre of its competing car on a road section, except:
 - in a service park, or where specifically permitted by means of a Bulletin,
 - in a special stage (from the yellow sign at the beginning of the time control to the beige board at the stop point at the end of the Special Stage). Note: At the time control or stop point the team vehicle must be parked within sight of the control officials.
 - For a competing car waiting at the time control at the entrance to a regroup or service park, or parked inside a regroup, or at a supplementary refuel location, where the passing of food, drink and information (roadbook, etc) to or from the crew is permitted.
 - Whilst transporting the crew to or from the parc fermé.

- Where the competing car is following the route as prescribed in the roadbook and is required to use the same road at the same time as team personnel following the service vehicle route as prescribed in the service book, provided they do not stop at the same location at the same time.

(iii) The deviation of the competing car from the route of the event whilst travelling through any prohibited service area.

S16.3 It is forbidden, under pain of exclusion, to tow or transport a car, or to have it pushed, except to bring it directly back onto the road, or to immediately clear the road.

S16.4 Similarly, a crew is forbidden under pain of exclusion to:

- (i) deliberately block the passage of a competing car, or to prevent it from overtaking;
- (ii) to behave in an unsporting manner.

S16.5 Each service crew shall at all times be subject to the provisions of NRC 7.6.

S16.6 End of Heat/Leg 1 Service Park:

- (i) Between the end of the last special stage of Heat 1 and the overnight parc fermé of each ARC Sprint event a two-hour service park shall be established which shall have an entry and exit time control. Flexi-service, with maximum delay time of 1 hour, shall apply at this service.
- (ii) Between the end of the last special stage of Leg 1 and the overnight parc fermé of each ARC Endurance event a 45 minute service park shall be established which shall have an entry and exit time control. Flexi-service shall apply at this service.
- (iii) If the service park is followed by a liaison section, a car may be booked out of the service park early without penalty.

S16.7 The use by a competitor of any outside assistance to check the condition of the road on a special stage is prohibited.

S16.8 Throughout the entire event, each crew shall observe the traffic laws of the State in which the event is being run. Where a crew does not comply with these traffic laws it shall be subject to the penalties noted in NRC 5.2 and 7.6.

S16.9 Refuelling

- (i) A competitor may refuel only in the refuel zone designated by the organiser in the road book, except as detailed under Article 16.1(iii). Alternatively, each competitor using pump fuel may also refuel from a pump at a filling station if marked in the road-book.
- (ii) The refuel zone entry/exit shall be marked by a blue fuel can symbol.
- (iii) Fuel shall be stored in the refuel area during the operation of the service park.
- (iv) Decanting of fuel between containers shall only be done within a refuel zone or a bunded storage area.
- (v) Action inside a refuelling zone not directly involved in the refuelling of the competing vehicle is prohibited.
- (vi) In each refuelling zone, a 5 km/h speed limit shall apply.
- (vii) It is recommended that each mechanic wears fire-resistant clothing, gloves and goggles.
- (viii) The responsibility for refuelling is incumbent on the crew alone and must be done in a manner which ensures that no fuel is spilt.
- (ix) Each car's engine shall be switched off throughout the refuelling operation.
- (x) Solely for the purpose of assisting with the refuelling procedure for their car, a maximum of two (2) team members of each crew may access this zone.
- (xi) It is recommended that the crew remains outside the car during refuelling however, should they remain inside, each safety belt must be unfastened.
- (xii) In the event of a breakdown, the car concerned may be pushed out of the zone by crew members, officials and team members without incurring any penalty.
- (xiii) Any breach of the refuel regulations shall be reported to the Stewards of the Meeting for consideration of exclusion or other penalty.

S21. ADMINISTRATIVE

S21.1 Radios:

An organiser is not allowed to restrict the use of radio liaison by a competitor or their service crew except where such use is expressly forbidden by the laws of the State. However, an organiser may ban the use of the specified frequencies which they are using.

2015 Australian Rally Championship (ARC) Regulations (Part)

PART 2 - TECHNICAL REGULATIONS

T3. FUEL

T3.2 Fuel testing shall be carried out at the discretion of the Chief Scrutineer.

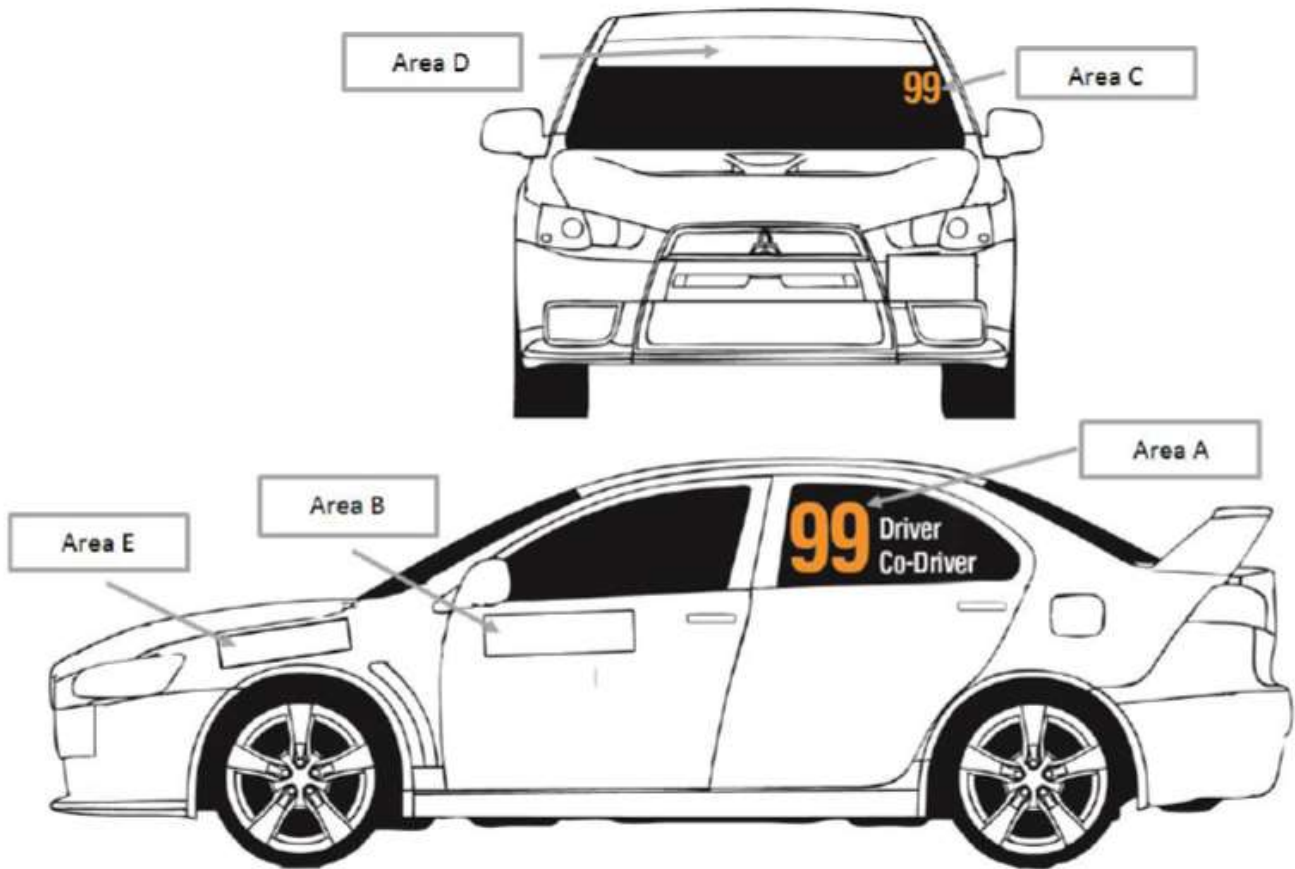
Any competitor &/or driver found to be in breach the fuel regulations shall face disciplinary action, which may entail a penalty as high as a 6 month suspension of the competition licences of all parties involved together with a monetary fine up to \$50,000 and shall in all cases automatically result in their exclusion from the event in question. A second offence in the same Championship year shall entail a penalty as high as two years suspension of the competition licences of all parties involved together with a monetary fine up to \$250,000.

T5. SCRUTINY

- T5.3** The crew must have available at scrutiny the car's homologation form, or the relevant Workshop Manual if the car is not homologated, as well as any appendices to this form. If these are not submitted, the Stewards of the Meeting may pronounce a penalty which may go as far as refusal to allow the car to start.
- T5.4** If, during scrutiny, a vehicle is found not to comply with technical and/or safety regulations, the Stewards of the Meeting may set a deadline before which the vehicle must be made to comply. Any competitor who fails to meet vehicle re-presentation requirements as directed shall be refused permission to start the Event.
- T5.5** Should there be any doubt as to the conformity of a car with the technical regulations, either after pre Event scrutiny, at the start or during the running of the event, the Stewards of the Meeting may, following a report from the Chief Scrutineer, issue a formal warning to the competitor and set a deadline by which the car must be made to conform. Any vehicle which does not comply shall be refused to start or shall be excluded.
- T5.8** Additional checking may be carried out at any time during the event, of the crew members as well as of the car. The competitor is responsible for the technical conformity of his car throughout the entire duration of the event, under pain of any penalties pronounced by the Panel of the Stewards of the Meeting.
- T5.15** Should identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the car shall be excluded from the event immediately.

APPENDIX 4 – NUMBERS AND SIGNAGE PLACEMENT

Figure 1



Area A

Name : Competition Number x 2 – Compulsory – Provided by Organiser

Size: 200mm high with a stroke width of 25mm

Colour: Fluorescent orange (PMS 804) and maybe reflective.

Location : On each side of vehicle on the rear side window adjacent to the crew's name.

Area B

Name : Door Plate / Event Sticker x 2 – Compulsory - Provided by Organiser (Note Standing Regulation 25)

Size : 500mm wide x 150mm high.

Colour : Varies

Location : On each side of vehicle near top edge of front door.

Area C (front and rear)

Name : Windscreen Competition Number x 2– Compulsory - Provided by Organiser

Size : 100mm high with a stroke width of 15mm.

Colour : Fluorescent orange (PMS 804) and maybe reflective.

Location : Top left passenger side of **front and rear** windshields, just below windscreen banner if present.

Area D

Name : Front Windscreen Banner x 1 – Compulsory if there is a Championship Sponsor. (Note Standing Regulation 25)

Size : 200mm high x width of Windscreen.

Location : Top edge of front windscreen.

Area E

Name : Championship Sponsor Sticker x 2 - Compulsory if there is a Championship Sponsor. (Note Standing Regulation 25)

Size : 500mm wide x 150mm high.

Colour : Varies.

Location : On each side of vehicle, Top edge of front guard. The location maybe varied on side of vehicle at the competitors discretion, as long as it remains clearly visible.

Victorian Rally Championship

Part B – Event Minimum Standards

For ORGANISERS



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1. EVENT CONCEPT

- 1.1. *Events shall be run in accordance with the current Victorian Rally Championship Standing Regulations, which shall also form part of these Minimum Standards.*
- 1.2. *Any deviation from these standards in relation to event format, multi day events etc. are not discouraged. However, they will require approval from VRC Management Group and possibly the Victorian Rally Panel. Please contact the VRCMG to discuss your event plan/s.*
- 1.3. *Organisers should plan the route so that the distance between refuels is based on fuel usage of 1.4km/litre on Special Stages and 5km/litre on liaisons with the maximum of 45 litres of fuel available. If it's not possible to meet these distance requirements then a Supplementary Refuel will need to be arranged. Refer to Appendices for further information.*

2. DESIGNATED ORGANISATION ROLES

(also see current Victorian Rally Bulletin)

The following roles are deemed necessary for each organising committee and require someone to be assigned to each role with a clear understanding of what is involved. There may be assistants to them as appropriate, and where possible, an understudy or backup in the case of unforeseen emergency.

- 2.1. **Clerk of Course** - ultimately responsible for ALL decisions relating to the conduct of the rally in compliance with the CAMS rules, Series Regulations and this document. They must hold the appropriate CAMS Officials Licence.
- 2.2. **Secretary** - responsible for preparation of all correspondence and administration of the event.
- 2.3. **Event Safety Officer** – responsible for monitoring the command radio network and for the coordination of safety services and response procedures to an incident under the direction of the Clerk of Course.
- 2.4. **Assistant Clerk of Course (Road Director)** - responsible for the planning of the route, schedule and operational aspects of the rally on the day.
- 2.5. **Event Checker** - countersigns the Permit only when convinced the event is able to meet all obligations, including those expressed here, and complies with CAMS, Series and event rules.
- 2.6. **Compliance Officer** – to assist the event in meeting their obligations under the OH&S acts. Typically this role is performed by the Event Checker. (See CAMS web site for details & appropriate check list.)
- 2.7. **Chief Steward** - appointed by CAMS to ensure the conduct of the rally is in accordance with the rules of CAMS, with the ability to provide the Clerk of Course advice on this.
- 2.8. **Chief Scrutineer** - responsible for making recommendations to the Clerk of Course in relation to vehicle safety and eligibility
- 2.9. **Chief Spectator Marshal** - responsible for the layout and conduct of all designated spectator areas, including safety aspects, erection of series and event signage and briefing of officials.
- 2.10. **Course Cars** - 000, 00, 0, 999 (fast sweep), Sweep and Recovery vehicles.
- 2.11. **Publicity, Promotions and Sponsor Liaison** (where appropriate) - see below under Section 6.
- 2.12. **Competitor Relations Officer (CRO)** - to be the intermediary between competitors and the Clerk of Course. The VRC Management Group usually appoints this person.

3. EVENT SAFETY REQUIREMENTS

- 3.1. *A fully documented EVENT SAFETY PLAN is to be in place, clearly detailing the roles of all persons involved and with all persons being fully briefed on the plan. The safety plan must be approved by the event checker. The Safety Plan should be consistent with the documents referred to in Appendix 2.*
- 3.2. *The Event Safety Plan should also contain the CAMS Critical Incident Response Procedure. Refer to the Victorian Rally Bulletin Part B 10.1 when updating the procedure for your event. It is permissible for the Chief Safety Officer to be appointed the Motorsport Incident Coordinator in lieu of the Event Secretary.*
- 3.3. *A fully functioning Rally Command Centre (HQ) with access to communications (radio or other) to all parts of the event including:*
 - 3.3.1. *Start and Finish controls,*
 - 3.3.2. *SOS points,*
 - 3.3.3. *Spectator points.*
 - 3.3.4. *Communications with MIV vehicles and all other emergency services.*
 - 3.3.5. *Communications with all course vehicles and the Clerk of Course for decision making and implementation of the Event Safety Plan. It is recognized that communications is unlikely to be possible to all parts within each Special Stage. However, organisers should endeavor to select stages with due regard being given to optimizing communications.*
- 3.4. *The primary communication facility in HQ must at all times be manned by a person capable of managing an emergency and making executive decisions on behalf of the event. Typically, this will be the Clerk of Course or the Chief Safety Officer.*
- 3.5. *The Motorsport Incident Controller and Motorsport Incident Coordinator must be within HQ and accessible to the radio network whenever a competitive stage is in use (these roles are specified in the CAMS Critical Incident Response Procedure).*
- 3.6. *NO STAGE IS TO COMMENCE without fully functioning stage communications.*
- 3.7. *Effective tracking procedures for all vehicles is required. The use of a Rallysafe unit in each competing vehicle is mandatory. Rallysafe information must be monitored at all times in event HQ whilst a special stage is in progress such that any incident or hazard can be reported immediately to the Clerk of Course or the Chief Safety Officer.*
- 3.8. *All emergencies will be coordinated from a designated emergency phone promoted within the event specifically for that purpose. All crew members and officials must be issued the emergency number. If this is a mobile phone then it must have full service.*
- 3.9. *Contingencies developed for accidents on any part of the route including procedures for directing emergency vehicles, re-routing or holding the event. These contingencies are to be outlined in the EVENT SAFETY PLAN.*
- 3.10. *Two OR MORE Medical Intervention Vehicles (MIV's) linked into the Event Safety Plan, stationed appropriately and with radio communication to the event HQ (maximum travel time to any site of 30mins).*
- 3.11. *All Spectator Points are to comply with the current CAMS Spectator Procedure document. (Appendix 1).*
- 3.12. *Road closures are to be in accordance with current Victorian Rally Bulletin.*
- 3.13. *Fire extinguishers (minimum 8kg) are required at all Stop Points, SOS points and Refuel points. They are also recommended for Start Points.*

4. EVENT COMMUNICATIONS

- 4.1. *The communications network should include course cars and be capable of monitoring the event set up, including declaration of Special Stages being suitable for competition and monitoring all vehicles.*
- 4.2. *"Stage Green" shall be issued ONLY by Event HQ. Course Cars are to advise HQ of the suitability of a stage to be declared Green by reporting "Stage Blue" but are NOT authorised to declare a stage "Green".*
- 4.3. *Stages over 20 kms in length must have at least one radio (SOS) point. For each additional 10km of stage length above 20km, the minimum number of radio (SOS) points increases by one.*
- 4.4. *Where radio (SOS) points are used within a Special Stage, they should be as near as possible to equally spaced through the stage.*
- 4.5. *In addition to the standard FIA Boards to indicate an Emergency Radio Point (refer Appendix B of the National Rally Code), each radio (SOS) point should have a sign saying "STAGE STOPPED" that can be displayed when instructed by Rally HQ. A red flag that can be waved to attract competitors' attention to the STAGE STOPPED board is highly recommended.*
- 4.6. *Where the communications network is to be used for relaying times for event scoring, then a second network shall be put in place.*
- 4.7. *All officials manning radios shall be appropriately briefed on tasks, priorities and protocols and provided with documentation detailing their role.*
- 4.8. *All points deemed appropriate for placement of radios (see above) shall be tested beforehand to ensure they are able to transmit and receive.*
- 4.9. *A public address (PA) system is to be used at the driver's briefing and the presentation ceremony. (one should be available for loan at the same location as the rally clocks). Lighting should also be provided if either is held during darkness.*

5. STEWARDS MEETINGS

- 5.1. *These shall be held as appropriate before and during the event to ensure compliance with the rules. This shall include a meeting immediately prior to the event to approve starting order, at any divisional or section breaks to provide officials with an update of any incidents, and after the last car has completed the course to approve release of provisional results (if required).*
- 5.2. *Any Bulletins (official information to competitors) must be issued in compliance with NRC 1.40 as amended by CAMS Technical Bulletin B15/029.*
- 5.3. *All Stewards (and CRO) shall be provided with complete documentation concerning the event prior to the start. This must include:*
 - 5.3.1. *Supplementary Regulations,*
 - 5.3.2. *Further Instructions / Regulations,*
 - 5.3.3. *Entry Lists*
 - 5.3.4. *Route and Service Instructions including Route setup instructions signed by the checker*
 - 5.3.5. *Spectator Instructions,*
 - 5.3.6. *Running Schedule*
 - 5.3.7. *Map of entire event and surrounds showing all competitive stages and liaisons.*
- 5.4. *At the completion of competition (within one hour of the last finisher) the Stewards need to review and sign the provisional results prior to posting.*
- 5.5. *Stewards do not run the event, but where a recommendation is made in accordance with the rules of CAMS, Clerks of Course should be aware that they might have to defend any action taken to disregard this at a later stage.*
- 5.6. *Agenda and timetable for stewards meetings are to be submitted to the chief steward prior to the event.*

6. PUBLICITY AND PROMOTIONS

- 6.1. *Preferably a separate person in close consultation with the Clerk of Course should be responsible for all aspects of promoting the event. This would include media liaison and preparation and distribution of general publicity material.*
- 6.2. *Where significant sponsorship is obtained then this person will liaise with sponsors to ensure all their agreed needs are met and that every opportunity is taken to provide value for their investment.*
- 6.3. *This person may look after commentary arrangements at spectator points in conjunction with the Chief Spectator Marshal.*
- 6.4. *Media days/event launches are actively encouraged to be integrated into each event within the series.*
- 6.5. *Collection of the series sponsorship banners and boards (if applicable) that are required to be put up at each event should be arranged with the VRC Management Group Chairperson.*
- 6.6. *Where series sponsorship has been agreed by the VRCMG on behalf of the VRC series, an agreement detailing the individual event obligations may be set out in the appendices to this document or may be the subject of a further bulletin/s. Clerks of Course will be required to adhere to this agreement in order to receive the Series Sponsorship monies and event permit.*
- 6.7. *Each event must produce a comprehensive Media Guide that can be distributed to all relevant media personnel.*
- 6.8. *A folio of all event promotion and publicity activities should be compiled for presentation to the series sponsor via the VRC Management Group (post event).*

7. SCRUTINEERING

- 7.1. *Organisers must arrange a suitable scrutiny venue within the Melbourne Metropolitan area, preferable as central as possible to where a majority of drivers live. The venue should have excellent lighting, adequate parking and numerous hoists. If you are unable to find a suitable location, consult a VRCMG member.*
- 7.2. *The Clerk of Course should ensure that as many competitors as possible attend official scrutiny.*
- 7.3. *Stickers for each VRC series sponsor (if applicable) should be made available by the event at scrutiny. These should be obtained from the VRCMG by the event organisers well prior to scrutiny.*
- 7.4. *Organisers should ask the series scrutineer to arrange for checking of VRC series sponsorship stickers (if applicable) prior to the event start.*

8. SERVICE & REFUEL POINTS

- 8.1. *Service parks should be established. The route instructions should prohibit servicing outside these designated areas.
Rationale: To restrict the opportunities competitors have to change complete sets of tyres and other parts between stages, thereby helping them reduce their own event costs, to help keep the service crews and rally cars being serviced in a manageable area and to lessen the impact on sensitive local areas.*
- 8.2. *The minimum service time should be 20 minutes, preferably more. This time should NOT include refueling. See 8.3*
- 8.3. *Separate Refuel zones must be established. These should be either within or in the vicinity of the Service Park. Their entry/exit shall be marked by a blue fuel can symbol. See Refueling in the VRC Standing Regulations.*

- 8.4. *Additional time, separate from service time, must be allowed for refueling. Usually, 10 minutes should be allowed. This should not be quoted in schedules to competitors as service time.*
- 8.5. *A service schedule including an event synopsis must be supplied with the Further Regulations.*
- 8.6. *A reminder should be placed in event Supplementary Regulations and Service Guides that it is highly recommended that service crews carry a fire extinguisher that complies with schedule H of the CAMS Manual of Motorsport.*

9. DUAL STATUS EVENTS

9.1. SEPARATE COMPETITION.

(Where another separate event, of different status, is run on the same day as a round of the Victorian Rally Championship and using at least some of the competitive route used by the VRC event.)

The following conditions will apply:

9.1.1. Both events will comply with conditions for a Victorian Rally Championship

Except:

9.1.1.1. *The requirement for competitors to wear apparel to the standard required by the VRC.*

9.1.1.2. *The requirement to be fully route charted.*

9.1.2. *Where there is a limit on the total number of starters in both events, preference will be given to competitors who have competed in previous VRC rounds in the present year and are entered in the VRC event.*

9.1.3. *This separate event may be run at either the front or the rear of the VRC event.*

9.1.4. *If at the front of the VRC event, then a suitable gap must be maintained between the last car in the separate event and the first VRC car, throughout the entire event. i.e.: It shall not be possible for a slow rally car in the separate event to drop back into the VRC field at any time. Neither shall it be possible for the first VRC car to catch the last car of the separate event at any time.*

9.1.5. *The maximum competitive distance of the separate event shall be 80% of the competitive distance of the VRC event.*

9.1.6. *Competitors entered in the separate event must be scored separately to the VRC event.*

9.1.7. *It is highly recommended that, in the spirit of the VRC, competing vehicles in this separate event comply with the sponsorship requirements of the Victorian Rally Championship (if applicable).*

The conditions outlined above may be varied after consultation with the VRC Management group.

Where a competition of a different status or eligibility criteria to that of the VRC is incorporated within a round of the Victorian Rally Championship, the organisers should apply at least 5 months prior to the date of the event to the VRCMG for a list of the dual status conditions that will apply to the event.

10. SCORING AND RESULTS

- 10.1. *Computerised scoring must be used. It should be capable of providing Stage by Stage and Overall scores to the media, crews and spectators within 30 minutes of the last car completing any given Special Stage.*
- 10.2. *The scoring software must also be capable of providing an electronic file of special stages times for upload to the Vicrally website at least every 15 minutes from when stage times first become available to the Scorer. The Scorer should arrange for such uploads to be done. Uploads more frequently than every 15 minutes are encouraged.*
- 10.3. *Printed provisional scores shall be available and posted on the Official Notice Board not later than one hour after the final car finishes, unless withheld by the Stewards.*

11. EVENT AWARD PRESENTATION

- 11.1. *There shall be a provisional presentation of awards as soon as possible after the last car has finished the event, AW within 1 hour of the finish of the event. This can take the form of a champagne presentation with trophies to be presented at a later date when results are final, but generally not later than one month after the running of the event.*

12. EVENT TROPHIES

- 12.1. *All event trophies shall be of a standard befitting the major championship in the state and must include the series sponsor's name (if applicable) and class name. Eg:*

*The <Event sponsor> <rally name>Rally
Round X of the 201Y <Series Sponsor Name(if applicable)> Victorian Rally Championship.
First Two Wheel Drive & First Class Z
Driver : Joe Fnfast / Codriver: David Ihungon.*

- 12.2. *Trophies and awards to be presented are listed in the VRC Standing Regulations.*

13. EVENT DOCUMENTATION

- 13.1. *Event documentation and all correspondence with authorities shall comply with all rules and be consistent with promoting the series to professional standards.*
- 13.2. *Examples of event documentation are available from the VRC Management Group and other long established VRC events.*
- 13.3. *New organisers are encouraged to adopt a standardised event documentation format with that of other events in the VRC.*
- 13.4. *Logos for the series and series sponsors for inclusion in event documentation are available from the VRC Management Group.*
- 13.5. *Overall maps of the area to be covered by the event, including all liaison and competitive sections, should be specified in the event supplementary regulations or supplied.*

Rationale: *If a crew has problems and needs to direct safety services or their service crew or a short cut or a re-route is necessary, then these maps could be referred to.*

14. OTHER EVENT REQUIREMENTS

- 14.1. *A reminder to crews should be made in event supplementary regulations for competitors to wear clothing during Special Stages that complies with NCR Schedule D-Apparel.*
- 14.2. *Organisers must supply competition numbers to each competing crew (refer VRC Standing Regulation 8.3).*
- 14.3. *The Organisers may supply service crew vehicles with a 60mm high (min) fluorescent competition number or similar sticker with the competitor car number on it. This must be clearly placed on the top left-hand side of the windscreen of the relevant service vehicle.*

15. EQUIPMENT

- 15.1. *Electronic Flying Finish timing beams are mandatory if sufficient are available. They are available for hire from the VRO via Michael Loxton 9888 8797
krytonautomotive@gmail.com.*
- 15.2. *YELLOW VESTS for event officials are available free of charge. A charge of \$20 per vest will be levied to an event for damaged or non returned vests. Contact?*
- 15.3. *Minimum signage to be erected at single spectator point.*
 - 1 x "VicRally. Com. au" sign
 - 1 x "Motor sport is dangerous" sign
 - Required sponsor signs, if applicable

This is the minimum only and more is encouraged.

16. APPENDIX 1

Rally Spectator Safety Procedures – available from CAMS

17. APPENDIX 2

The **Event Management Plan (for special stage events)** is available from the Victorian Rally Panel.

The **CAMS Critical Incident Response Procedure** is available from the CAMS website and is provided to the organising club with the event permit.

18. APPENDIX 3 – Document Status

This document has been prepared by the Victorian Rally Championship Management Group (VRCMG) for organisers conducting a round/s of the Victorian Rally Championship. The main emphasis is towards SAFETY and consistency of events that make up Victoria's premier rally series.

These standards should be regarded as the MINIMUM STANDARD required for the issue of an event permit to conduct a round of the Victorian Rally Championship. Exceeding these standards is HIGHLY encouraged.

The Clerk of Course or another senior organizing official of the event are required to become a member of the VRCMG and attend meetings. It is desirable that the nominee can attend all VRCMG meetings, not just those leading up to a particular event.

Potential organisers are encouraged to attend a meeting/s of the VRCMG to discuss any questions they might have in relation to conducting a round of the VRC.

The VRCMG also wishes to encourage dialogue with event organisers who for whatever reason feel they cannot comply with these minimum standards before it becomes a problem. Or believe they have a superior method that may contravene part of these standards. Or have things that should be incorporated into these minimum standards.

Contact details for the VRC Management Group are listed in the current Victorian Rally Bulletin.