



COOPER

MEMORIAL

SPRINT RALLY

21st AUGUST 2010

SUPPLEMENTARY REGULATIONS



www.wdcc.com.au

The Cooper Memorial Trial

This was officially started on November 16, 1957. It was previously named the Grampians Trial which started early in 1952. The name change was first suggested late in 1952, but not official until 1957.

This two day event, now listed on the State Championship List, is named after John Cooper, who joined the WDCC shortly after its formation. Cooper died when he rolled his Jaguar XK 120 at Nash Park. (Nash Park was the WDCC's first race/autocross track).

This first Cooper was described as one that "bored the drivers stiff" - competitors felt that there was too much emphasis on navigation.

First outright lost 70 points while the rest of the field lost between 630 and 3535 points.

In 1958, it was two days relatively easy driving through Mt. Mercer, Learmonth, Stawell, Halls Gap, Lake Bolac, Mt Cole and Raglan. The 1959 event was marred by poor direction to controls.

Even though it did get off to a bad start, the Cooper is still one of the WDCC's main trials.

Cooper Winning teams are:

1957	W. Miles	G. Little	Morris Minor
1958	J. Nalder	W. Nalder	Zephyr
1959	W. Miles	G. Little	Morris 1000
1960	A. Stewart	R. Turnley	Fiat 1100
1961	L. Bartlett	R. Forsyth	Zephyr
1962	T. Stanley	S. Myers	Hillman
1963	R. Lunn	R. Forsyth	VW
1964	B. Woodfall	R. Forsyth	Cortina GT
1965	H. Firth	G. Hoinville	Cortina GT
1966	T. Roberts	P. Haas	Holden
1967	I. Vaughan	R. Vaughan	Cortina
1968	D. Forster	J. Beamont	Ford
1969	G. Alexander	P. Haas	Holden
1970	R. Lunn	H. Hall	Ford Capri
1971	T. Roberts	J. McAuliffe	Volvo
1972	P. Brock	W. Smith	Torana

This article was created by D. R. Anderson, in 1972 as part of a Social Science Degree.

Unfortunately, not all our records are intact!!!

In more recent times the following crews have been successful:-

1992	Craig MacKenzie	Karen MacKenzie	Mazda RX3
1993	Craig MacKenzie	Karen MacKenzie	Mazda RX3
1994	David Smart	Joe Brick	Mazda RX7
1995	Keith Cuttle	Susan Brick	Commodore
1996	Brian Semmens	Terry Johannsen	Corrolla
2000	Scott Pedder	Paul Humm	Mits. Lancer Evo 3
2010??			

Try and add your name to this impressive list!!!!!!

On behalf of this year's organizing team, we hope that you enjoy the event.

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Cooper Memorial

21st August 2010

SUPPLEMENTARY REGULATIONS

1. Event Schedule

Entries Open	Monday	Upon Publication
Entries Close for Ballot	Monday	9 th August at 1700 hrs
Further Instructions	Emailed Tuesday	10 th August
Scrutiny	Wednesday	18 th August from 1800 to 2100hrs
Final Entries Close	Wednesday	18 th August at 1700 hrs

Scrutiny Venue Performance Exhaust
49 New Street
Ringwood, 3134
Phone: (03) 9870 4977

Event Headquarters Ballan Racecourse
Racecourse Road
Ballan

Book in Saturday 21st August 1400 - 1700 hrs

Venue: Ballan Racecourse
Racecourse Road
Ballan
Vic Roads Reference: 77 D-3

Rally HQ Opens Saturday 21st August 1400 – 0000 hrs

Official Start Order posted Saturday 21st August Approx 1500 hrs*

Crew Briefing Saturday 21st August Approx 1700 hrs*

Start of event Saturday 21st August Approx 1830 hrs*

Finish of event Saturday 21st August Approx 2300 hrs*

*Exact times will be notified in Further Instructions/Regulations

Entry Fee Payable to: Cheques to “**Western District Car Club Inc.**”

Bank deposit to Bendigo Bank BSB # 633-000
Account # 106993165

Note: Competitors surname followed by “Cooper” MUST be used as the EFT description. Also a copy of the transaction receipt must then be sent with your entry. If not, we may not accept your entry.

Entries Address: **Cooper Memorial
C/O Western District Car Club
P.O Box 399
GEELONG, VIC, 3220**

2. Event Summary

The event shall be known as the "Cooper Memorial", hereinafter referred to as "the Event" and will be run as a multi-club, special stage (sprint) rally. The event will be Round 4 of the 2010 Victorian Club Rally Series. It will be run as one division of approximately 60 km competitive and approximately 60 km transport on private and public roads in the Daylesford/Ballan areas, during night hours on Saturday August 21, 2010. The event will be fully route charted and using A-A timing.

If you are not familiar with A-A timing, please read the summary on A-A timing included in these Supplementary Regulations.

The event will be based at the Ballan Racecourse. There will be food and drink available all night, If possible please stay after the event on Saturday night and help to support the locals who support us with much enthusiasm.

3. Authority

The event shall be conducted under the provisions of:

- the International Sporting Code of the FIA,
- the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Limited (CAMS),
- the National Rally Code (NRC) and the current Victorian Rally Bulletins,
- the current Series Rules of the Victorian Club Rally Series,
- these Supplementary Regulations and any Further Instructions, Bulletins, Regulations and Route Instructions which may be issued by the organisers,
- The CAMS permit, number 310/2108/02 authorising this event, which will be displayed at the start on the official notice board.
- The CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au

4. Promoters and Organisers

The event will be organised and promoted by the **Western District Car Club**, which has appointed the following organising committee.

Clerk of Course	Brett Ross	(9917892)	<i>Phone:</i> 0457 023 514 <i>Email:</i> wdcrrally@gmail.com
Assistant Clerk of Course	Adrian Johns	(1075216)	
Event Secretary	Les Shadwick	(1072248)	P.O Box 399 GEELONG, VIC, 3220 <i>Phone:</i> 0457 324 868 <i>Email:</i> wdcrrally@gmail.com
Course Checker	Jason Hague	(9882980)	
Road Director	Aaron Blacksell	(8812222)	
Assistant Road Director	Craig Rooke		
CAMS Stewards	Alan Patterson Lynne Cuttle Mark Hallowell	(885496) (9552515) (9025136)	
Chief Scrutineer	Richard Elphick	(1022765)	
Scrutineer	Daryl Unthank	(9128134)	
Area Co-ordinator	Tim Collins	(1050690)	
Series Co-ordinator	John Roberts	(9898788)	
Compliance Checker	David Johns	(9552209)	
Competitors' Relation Officer	Brian Semmens	(9656730)	
Chief Safety Officer	Stuart Lister	(883528)	

5. Running Details

- 5.1. The event will be run in one division, at night, totalling approximately 60 km competitive.
- 5.2. Late Running time will be thirty (30) minutes.
- 5.3. Further details of competitive and transport distances and service details will be provided in the Further Instructions/Regulations.
- 5.4. The entire event will be route charted with intermediate distances and advisory tulip diagrams being supplied for all Special Stages and liaison sections. Advisory arrows may be erected on Special Stages, at the discretion of the Organisers.
- 5.5. No reconnaissance runs will be permitted for this event.
- 5.6. Some transport sections of the event may be designated non-service areas.
- 5.7. **Rally Headquarters**
Rally HQ will be located at the Ballan Racecourse from the time listed in the schedule, for the duration of the event. The official notice board will be located at Rally HQ during these hours of operation. (A detailed map will be supplied with the Further Instructions/Regulations)
- 5.8. Documentation Book In (documentation verification) will be held at Rally HQ on the Saturday afternoon, as listed in the schedule. Every crew must present themselves at documentation within the times specified in the event schedule. Any infringements of this regulation will be reported to the stewards recommending a penalty, the maximum being exclusion from the event.
- 5.9. **All correspondence will be sent electronically via email.** No Supplementary Regulations, Further Regulations or Results will be posted in the mail. Please ensure you provide a current and valid email address on your entry form.

6. Official Maps

Any official maps if required will be supplied by the Western District Car Club.

7. Further Instructions/Regulations

Further Instructions/Regulations, which will have the same authority as the Supplementary Regulations **will be emailed to the email address provided on the entry form** following the Ballot and will include.

- Competitor Number,
- Report time & venue,
- Start time & venue,
- Odometer check,
- List of competitors,
- Running details,
- Details of awards,
- Availability of fuel
- Any other information or changes that may be deemed necessary.

8. Crew Eligibility

- 8.1 The competitors and both crew members must hold a CAMS Clubman Rally licence or superior. The driver must hold a current civil driver's licence valid in Victoria.
- 8.2 Both crew members must be current financial members of a club affiliated with CAMS in Victoria.
- 8.3 Both crew members must have officiated at an event on the Victorian Rally Calendar in the previous year. Crew members new to rallying are given 12 months to comply with this requirement. Crew members who do not meet this criteria will not be permitted to start the event. As per VRB 3.1.24
- 8.4 The event is open to all grades of competitors, however only crews conforming to the following will be eligible for event or series awards, or series points: Current state recognised (Grade B), state clubman (Grade C), clubman (Grade D), novice (Grade E) and rookie (Grade F) competitors.
- 8.5 The VCRS member car clubs are: BLCC, CCRMIT, CerbCC, FFCC, HRA, MMSC, MUCC, NCCA, NECC, PAC and WDCC.
- 8.6 To secure individual points for the VCRS both crew members must be current financial members of any VCRS car club. Competitors should indicate on the entry form which club they wish to nominate points for the series.
- 8.7 A crew shall comprise of two persons only. One shall be nominated as Driver and one as Navigator. No changing of roles will be permitted throughout the event.
- 8.8 Drivers cannot drive in this or any VCRS event in vehicles with forced induction until having completed five rallies or trials as a driver.
- 8.9 To be eligible for novice awards, both crew members must be Grade E or Grade F.
- 8.10 No person may participate in any competitive section without wearing a helmet to a standard listed in Schedule D of the CAMS Manual of Motor Sport. Penalty for non compliance will be exclusion.
- 8.11 To be eligible for Senior Cup points the combined age of both crew members and the vehicle must equal or exceed 120 years. Both crew members must be at least 40 years old. The age of the vehicle will be determined by the year of manufacture on the registration label or other means deemed acceptable by the series coordinator. The crew must request senior cup points on the event entry form.
- 8.12 To be eligible for VCRS Junior Cup, competitors must be under 25 years of age on the first of February of that year of competition.
 - 8.12.1 Crew members must not have won the VCRS Junior Cup in their respective roles previously.

9. Vehicle Eligibility

All vehicles must comply with the provisions of Group 3C, Production Rally Cars (PRC) and Historic & Classic Rally Cars, Road registered 4WD. Vehicles complying with Groups A0, A1 or A2 of the CAMS Cross Country Rally Standing Technical Regulations in the current CAMS Manual of Motor Sport which accordingly includes FISA Group A and Group N.

- 9.1 The following classes shall apply:

Class A:	up to and including 1400cc
Class B:	over 1401cc, up to and including 1600cc
Class C:	over 1601cc, up to and including 2000cc
Class D:	over 2000cc 2 Wheel Drive.
Class E:	over 2000cc 4 Wheel Drive

Note: Capacity is multiplied by a factor of 1.7 for forced induction (turbo chargers etc.) and by a factor of 1.8 for rotary powered cars. Competitors are to ensure these factors are applied if necessary when nominating a class upon entry.
- 9.2 Competitors must indicate which class they wish to be entered in on the entry form.
- 9.3 All vehicles competing in VCRS events must have roll over protection complying with schedule J, 1.6 Type 3, as defined in the NCR of the current CAMS Manual must be fitted.
- 9.4. **Junior Cup Vehicle Eligibility**
 - 9.4.1 An eligible VCRS Junior Cup vehicle must be a normally aspirated vehicle of no more than six cylinders within the classes of A, B, C or D as listed in 3.3.2.
 - 9.4.2 The vehicle must not be classified by Vicroads as high-powered for the purposes of P Plate power restrictions. Currently this is no more than 125KW or 3.2 litres capacity per tonne of vehicle weight.

10. Scrutiny

- 10.1 Scrutiny will be conducted on the date and at the venue listed in Article 1. All crews attending official scrutiny must report between the times listed in Article 1.
- 10.2 Crews are to present the following documentation at scrutiny (or at book-in for those crews not attending official scrutiny):
- Current club membership cards.
 - CAMS licences, containing previous officiating details
 - Driver's civil licence,
 - CAMS logbook,
 - Vehicle registration papers, and homologation papers (if applicable).
- 10.3 Crews are reminded to present their vehicles in full rally trim (except for tyres but including safety equipment). Vehicles must be presented at scrutiny and the event start in a clean and tidy condition. Vehicles deemed not to comply with this requirement by the scrutineers or Clerk of Course will not be scrutineered or allowed to start the event as appropriate.
- 10.4 Non attendance at the official scrutiny will be permitted in the case where the vehicle, owner or competitors resides at a distance greater than 50 km from the specified scrutiny venue and provided the secretary is notified prior to official scrutiny and the Clerk of Course approves. The Clerk of Course will advise of an appropriate scrutineer, who will be a Victorian Rally Scrutiny Group member, a regional scrutineer or a scrutineer listed on the current VRSP list.
- The regional scrutineer is to print and sign their name and also supply their CAMS licence number on the scrutiny form. All vehicles that do not attend Official Scrutiny must present a set of the Supplementary Regulations to the scrutineer upon presentation of the vehicle for scrutiny.
- 10.5 All competing vehicles must pass scrutiny to start the event. A completed scrutiny form is required at book-in in order to receive event documentation including route instructions. Those competitors requiring re-scrutiny must make their own arrangements for appropriate checking prior to the event. There will be no scrutiny at the start.
- 10.6 The series scrutineers at scrutiny and their assistants are deemed to be Judges of fact with regard to scrutiny matters.
- 10.7 Fuel must be in accordance with Schedule G of the CAMS Manual and all vehicles must be adequately muffled to comply with noise restrictions.
- 10.8 **OK/SOS board must be supplied in each competitive vehicle by the crew.** Each car is to carry at least one 'OK/SOS' sign. 'OK' shall be Green, and 'SOS' shall be red. The sign may incorporate reflective materials and be at least A4 size (297mm x 210mm). The board must be accessible by both crew members.
- 10.9 Scrutineers reserve the right to inspect any vehicle at any time during the running of the event.

11. Entries

- 11.1 Entries must be on the official entry form, complete in every detail and accompanied by the appropriate entry fee. Competitors are reminded of the penalties under the NCR for false statements.
- 11.2 All entries are to be forwarded to the Event Secretary as listed in Article 4.
- 11.3 Entries will open and close as listed in Article 1. Entries received after ballot but prior to the close of entries will be allocated a start number by the organisers at the rear of their respective grades.
- 11.4 The entry fee will be **\$240** (includes \$45 FIV/Special Stage Permit and radio levy) for entries received and paid prior to the ballot. For entries received after the ballot and prior to the close of entries the entry fee shall be \$270. Cheques, etc. should be made payable as listed in Article 1. In accordance with Appendix I of the CAMS Manual, CAMS Personal Accident insurance for all crew-members is included in the entry fee.
- 11.5 The field shall be limited to sixty (60) cars, accepted in accordance with the current series rules. Please note there is a formula for the acceptance of entries, all crew should familiarise themselves with this. The criterion for crews is as follows:

Crew Type	Criteria	Eligible for series points	Eligible for event awards	Eligible for Club Points
Full VCRS	Both crew members must be current financial members of VCRS clubs, nominate for VCRS points and be eligible for points	Yes	Yes	Yes
Full VCRS (Non points)	Both crew members must be current financial members of VCRS clubs, but do not nominate for VCRS points.	No	Yes	Yes
Full VCRS (Ineligible)	Both crew members must be current financial members of VCRS clubs, but are not eligible to gain VCRS points eg. Grade A.	No	No	No
Part VCRS	One crew member is a financial member of a VCRS club.	No	Yes	Yes
Non VCRS	Neither crew member is a financial member of a VCRS club.	No	No	No

It is the responsibility of crew members to prove currency of their membership to the Clerk of Course.

*Full VCRS crews that nominate not to receive VCRS points on an event entry form are deemed to be ineligible for series points in any category for that event, but are still eligible for event awards.

- 11.5.1 **Up until two weeks prior to the close of entries**, a minimum of k/n places shall be reserved for Full VCRS crews from each of the member clubs in strict order of receipt, Where k = maximum number of allowed entries and n = number of member clubs. Once these reserved places have been allocated, entries for further Full VCRS crews received up to this time will be accepted in order of receipt.
- 11.5.2 **Between two weeks prior to the close of entries and the ballot**, for all entries received, preference will then be given to entries of Full VCRS and Part VCRS crews in order of receipt, with Full VCRS crews having preference over Part VCRS crews. Other entries (i.e. Non VCRS crews) will then be accepted in the order they were received.
- 11.5.3 **Between the ballot and close of entries**, entries shall be accepted strictly in order of receipt irrespective of the crew type (i.e. Full, Part or Non VCRS).
- 11.5.4 Acceptance of entries as per 6.1.2, 6.1.3 and 6.1.4 shall be subject to constraints of the maximum field size. Clerks of Course, at their discretion, may accept "reserve" entries above the maximum field size strictly in accordance with these rules.
- 11.6 Competitors under the age of 18 years must have written consent of parent or guardian to enter and participate.
- 11.7 The organisers, at their discretion, reserve the right to refuse any entry in accordance with the National Competition Rules.
- 11.8 Entries withdrawn prior to the event will be treated in accordance with the VCRS rules.
- 11.9 The organisers reserve the right to postpone or cancel the event in accordance with NCR 59 fifty or less entries are received before the final close of entries, or for reasons of force majeure.

12. Starting Order

- 12.1 The starting order shall be as per current VCRS regulations. Entries received after this date will be placed at the rear of their respective grade in order of receipt of entry.
- 12.2 Vehicle Numbers will be supplied by the organisers.

13. Controls and Timing

- 13.1 Controls and timing will be in accordance with the provisions of the NRC in the current CAMS Manual of Motor Sport. The event will use A-A Timing as per **National Rally Code 1.33**. Road cards will be as per the VRAP guidelines.
- 13.2 Crews are reminded that it is the crew's responsibility to ensure that all appropriate entries are made completely and correctly on their road card. For this event, this must be done before leaving the control.

14. Penalties and Protests

- 14.1 The Clerk of Course, when compiling results, reserves the right to take into account any documents provided by officials of the event.
- 14.2 Protests must be lodged in accordance with Part XII of the NCRs.
- 14.3 All control officials of the event will be judges of fact in regard to all matters witnessed.

15. Alterations or Abandonment

- 15.1 The Organisers reserve the right to postpone, alter or abandon the event as per the National Competition Rules, the current National Rally Code, current Victorian Rally Bulletins and the current Victorian Club Rally Series Regulations.

16. Service Crews

- 16.1 Due to the length of the event there will be no official service area for the event apart from the start/finish.
- 16.2 Food and drink will be available for everyone during the night at the start/finish as in Article 1.
- 16.3 Competing crews may be penalised for misconduct of their service crew. Any observed misconduct of Service crews may result in the exclusion of their competing crew from the event.

17. Spectators

A spectator guide will be available at the start of the event and during the weeks prior to the event on www.vicrally.com.au

18. Awards

The minimum awards to crew members for the VCRS shall be trophies, awarded at the Post Event Function as follows:

- Outright 1st, 2nd and 3rd Driver and Navigator
- 2WD 1st and 2nd Driver and Navigator
- Novice 1st and 2nd Driver and Navigator
- Junior Cup 1st Driver and Navigator
- Class Awards 1st Driver and Navigator

Note: Only one trophy will be issued to multiple award winners, engraved to recognise each award. Other awards may be mentioned in the Further Instructions/Regulations.

19. Crew Conduct

- 19.1 Practicing and reconnaissance on the roads in the general area of the event is forbidden for a period of four weeks prior to the start of the event. Any competitor detected so doing will not be allowed to start the event.
- 19.2 Any crew observed to be deliberately obstructing the passage of another crew will be liable to exclusion from the event.
- 19.3 Any observed misconduct of a crew within a Quiet Zone or Restricted Speed Zone will not be tolerated. Any infringement will be subject to the maximum penalty possible, the minimum being exclusion from the event.
- 19.4 In the instance where a vehicle has stopped on a section the first requirement of the competing crew is to prominently display two reflective triangles and the SOS/OK advisory sign, so that the following crews receive adequate warning of any danger ahead.
- 19.5 Competing crews are requested to familiarise themselves with all aspects of the Rally Code, the Victorian Rally Bulletins, the standing regulations of the VCRS, the motor traffic act and to conduct themselves in a manner befitting to the sport.
- 19.6 **The maximum speed allowed on non bitumen transport sections will be 60 km/h, due to high population & dust in the area.** Lower limits may be specified for bitumen and non-bitumen roads.
- 19.7 Use of two-way radios and mobile phone communications is encouraged for safety reasons. Please register mobile numbers on your entry form.
- 19.8 Competitors are reminded of bush fire dangers and of civil penalties for throwing lighted matches and cigarettes etc. from vehicles and for entering forest areas with faulty exhausts.
- 19.9 During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s).

The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.

20. Accommodation

Camping is available at the Ballan Racecourse free of charge for those crews wanting to stay. As the Ballan committee is allowing us to stay, please respect this and leave the area as you found it.

Appendix A – A-A TIMING SYSTEM

The Rally will run under the A-A Timing System common to all Australian Rally Championship Events and Special Stage Rallies in Australia.

A to A timing is from the start of one competition stage to the start of the next competition stage. Competitors are issued with a time allowed which includes the time of passage through the stage and the time from the end of the stage to the start of the next stage.

EXAMPLE:

TC1+++++TC2-----TC3
A.....Time Allowed = 45 minutes.....A

TC1 = start of stage; TC2 = stop point; TC3 = start of stage.

Example: Crews have 45 minutes in which to complete the competition stage and then travel to the end of the transport stage (or 'liaison stage' as it is often called). This time allowed may also include a time set aside as a service.

A summary of the Timing System follows:

CONTROLS AND SIGNS

All controls will be marked by the official FIA signs.

TIME CONTROL

A Time Control will be located at the start and finish of each Road Section.

SPECIAL STAGE START CONTROL

A Special Stage Start Control is located at the beginning of each Special Stage.

SPECIAL STAGE FINISH CONTROL

A Special Stage Finish Control is located at the end of each Special Stage. It consists of the timing point or flying finish, where the competitor's arrival time is recorded and followed by the stop point located 100-500 metres from the timing point, where competitors are required to stop and have their time recorded on their time cards.

All control areas are deemed to be parc-ferme and no repairs or outside assistance may take place within the control area, other than the changing of a punctured tyre by the crew, using tools and spare tyre carried in the vehicle. In the event of the vehicle being deemed to be in an un-roadworthy condition, the Clerk of Course, on advice from the Event Scrutineers, may direct that the vehicle is repaired in a parc-ferme area. No time allowance is made for these repairs. Refuelling is not permitted within a parc-ferme area.

PROCEDURE AT CONTROLS

At the start of a Road Section, competitors will depart from the Time Control at two minute intervals, on the exact minute recorded on their time card. This interval may not be changed without the approval of the Clerk of Course.

SPECIAL STAGE LIAISON STAGE

Any crew arriving late at the start control of a Leg or Section will be penalised for each minute late. Any crew reporting more than fifteen minutes late will be refused a start. A vehicle which arrives late at the start will be given a new start time and the two minute interval between crews will be maintained.

ARRIVAL AT TIME CONTROLS

A car is deemed to be booked in at the control when a member of the crew hands the time card to the control official and the competitor's vehicle is in the immediate vicinity of the control. The competitor's vehicle may enter the control area in the minute preceding the book-in time without penalty.

Booking into a time control at the required time is wholly the responsibility of the crew. It is permitted to visually check the official clock at the control table; however the control officials may not offer crew any information regarding check-in time.

DEPARTURE FROM TIME CONTROLS

The departure procedure is as follows:

- (a) If the next road section does not start with a Special Stage, the departure time from the Time Control will be the same as the book-in time.
- (b) If the Time Control is followed by the Start Control of a Special Stage, the control official at the Time Control will enter a provisional start time for the Special Stage three minutes after the recorded arrival time. This three minute time must not be reduced for any competitor.

Crews will proceed forward from the Time Control into a holding area between the Time Control and the Special Stage Start Control. They will be called forward immediately after the departure of the preceding car.

During this time crews must ensure that their safety helmets are on and seatbelts are correctly fastened. Crews will be counted down for the start with the final five seconds being counted 5-4-3-2-1 GO.

If a competitor's departure is delayed by reasons outside the crew's control, this will be recorded on their time card and a new start time given.

Crews which are unable to start under their own power within 20 seconds will be pushed by the marshals, to a safe location and excluded from the event.

SPECIAL STAGE FINISH CONTROLS

Crews are timed to the second as they pass the flying finish. All vehicles are then required to slow down and stop at the Stop Point, where their time of finishing the stage will be recorded on their time card. If communications are not operating from the Flying Finish, no time will be recorded, however the times will be sent to Rally Headquarters for scoring.

As soon as the stage time is recorded, competitors may proceed on the Road Section. No departure time is given from a Special Stage Finish Control.

The arrival time at the next Time control is calculated from the previous Time Control, not from the Special Stage Finish.