



## SUPPLEMENTARY REGULATIONS

### 1. NATURE OF THE EVENT:

The event shall be known as the "Figjam Rally" (hereinafter referred to as 'the event' and shall be a Touring Road Event conducted on sealed roads in the central region of Victoria and with the possibility of special tests.

### 2. AUTHORITY & PERMIT:

The event will be run under the National Competition Rules (NCRs) of the Australian Auto Sport Alliance (AASA), these Supplementary Regulations and Further Instructions or Regulations which may be issued by the organisers. The Event will be held under AASA permit number **AASA180910/MM832**

### 3. SCHEDULE OF DATES:

Entries open:	On issuing of these regulations
Entries close:	12 <sup>th</sup> September, 2010
Payment of entry fee in full by:	12 <sup>th</sup> September, 2010
Crew Briefing:	8.00am. Saturday 18 <sup>th</sup> September, 2010
Event start Saturday:	8.30am. Saturday 18 <sup>th</sup> September, 2010
Event finish in Figjam	4.00pm Sunday 19 <sup>th</sup> September, 2010

### 4. PROMOTERS:

The Event will be organised and promoted by Mountain Motorsports Pty Ltd (ABN 38 006 488 473) of P.O. Box 34, Kilsyth 3137.

### ORGANISERS & OFFICIALS

Clerk of Course:	Peter Washington
Asst. Clerk of Course:	Tim McNeilly
Event Secretary:	Ursula Domzalski
Checker:	TBA
Scorer:	Ces DeSouza
Scrutineer:	Mat Ishac

### ORGANISERS RIGHTS:

The organisers reserve the right to postpone, abandon, cancel, terminate or alter the Event at any point. The organisers reserve the right to vary the running interval between cars at any time after the start. The organisers reserve the right to alter the running order of any part of the field at any time during the Event.

The organisers shall apply penalties to competitors as per Part 14 of these regulations, up to and including exclusion from the Event.

**JUDGES OF FACT:** Scrutineers shall be deemed to be Judges of Fact with respect to vehicle and equipment eligibility and any other scrutiny matters, in addition to document accuracy and compliance. Any reasonable request by a scrutineer shall hold the same force as these regulations.

Control Officials will be deemed to be Judges of Fact with respect to time and direction of travel at major controls and passage controls, activity in control and exhaust system efficiency. Any disputes concerning vehicle eligibility or safety, or disputes arising at control locations which are not able to be resolved by negotiation, shall be referred to the Clerk of Course.

## **8. COMPETITORS & ENTRIES:**

Crews shall consist of two persons and the same crew will be required to compete throughout the entire event.

The entrant and all crew members will be required to hold a current AASA licence. The driver must possess a current civil driving licence. The event will be open to all grades of competitors.

Crew members under the age of 18 years must have the written consent of a parent or legal guardian to enter and participate in the Event.

**The entry fee for a crew of two persons is \$750.00**

***Cheques should be made payable to Mountain Motorsports.***

The field is limited to 80 cars with 10 reserves, accepted in order of receipt.

Any entry not accepted by the organisers will have the entry fee refunded in full.

Entries withdrawn prior to 18<sup>th</sup> August, 2010 will be refunded up to 70% of the entry fee. Refunds for entries withdrawn after 18<sup>th</sup> August 2010 will be subject to the organiser's discretion.

## **9. VEHICLE ELIGIBILITY.**

Vehicles must be in a roadworthy condition at all times during the event in accordance with these Supplementary Regulations.

All vehicles must be fitted with tyres that are suitable for all weather conditions e.g.: treaded tyres with a minimum tread depth of 3mm.

All vehicles must complete the event under their own power to be eligible for awards.

## **10. VEHICLE & COMPETITOR CATEGORIES:**

Any vehicle of a sporting nature of any age will be accepted, including late model 4WD vehicles

## **11. SCRUTINY & EQUIPMENT**

All vehicles must be scrutineered before competing in the event.

Vehicles must be presented to the scrutineer clean and ready to start with all compulsory equipment fitted including:

- a. Seat belt of at least 3 point mounting for each occupant
- b. A first aid kit, while not compulsory, is highly recommended.
- c. Fire extinguisher/s of at least 2kg capacity compliant with AS 1841 are also recommended.

Particular attention will be paid to a vehicle's appearance. Vehicles with body damage or unpainted/undercoated panels will not be permitted to compete.

The following documentation must be presented at scrutiny:

- a. Vehicle registration papers/permit showing ownership and verifying the vehicle's engine number.
- b. The entrant and crew members' AASA licence for both crew members. AASA Licence applications will be available at book-in.
- c. The driver's civil licence.
- d. Log Book if the vehicle has been issued with one.

## **12. RUNNING DETAILS:**

The event will be conducted entirely on sealed roads with the exception of unsealed surfaces used to access realignments.

The event will be conducted in 2 divisions on Saturday 18 and Sunday 19 September 2010. The event will comprise navigational touring sections timed to the minute on bitumen sealed roads in the Central North region of Victoria on both days. Navigation will be straightforward and logical on both days however there may be an added degree of difficulty to decide a winner on the Sunday division. Registration will be conducted in Bendigo on Friday 17 and Saturday 18<sup>th</sup> September 2010 at a time and venue to be advised. Crew briefing will be conducted at the start on Saturday 18<sup>th</sup> September.

All competitors are required to attend.

### 13. GENERAL:

All competitors are required to obey the road laws at all times.

No service crews or service vehicles are permitted.

Competitors are reminded that their comprehensive insurance may not be applicable to any or all parts of the event and should check with their insurers if in doubt.

. No radio transmitters are permitted in the passenger compartment of any competing cars. (refer Section 14 Penalties).

Mobile phones (for emergency use only) may be carried but must not be carried in the cabin of competing cars. Spot checks may be done during the event.

All cars will be required to carry a competition number as well as a small sponsor's sticker for the duration of the event. Loss or removal of either of these stickers may result in exclusion. No responsibility will be accepted for damage to paintwork upon removal of stickers.

General advertising on vehicles is permitted provided it is deemed by the organisers to be in good taste.

A competitor who retires from the event must immediately notify the organisers of their withdrawal.

### 14. SUMMARY OF PENALTIES:

#### Standardization of Navigation scores:

For each Navigation section, competitors will be ranked in descending order of Navigation points earned. The competitor scoring the highest number of Navigation points will be awarded 600 Event Points and the competitor scoring the lowest number of Navigation Points (other than those scoring NIL Navigation Points for the section – who will be awarded NIL Event Points) will be awarded 10 points. All other crews will be awarded Event Points in accordance with the following formula:

$$\text{Event Points for Section} = 600 - \left[ \frac{H - A}{H - L} \times 590 \right]$$

Where:

**A = Competitor's Navigation Points Earned for Section**

**H = Highest Navigation Points Earned for Section**

**L = Lowest (non-zero) Navigation Points Earned for Section**

#### Sub-Events:

All competitors must wear a safety helmet that complies with Australian Standards whilst competing

All competitors must wear non-flammable clothing such as cotton or wool to cover the body from head to toe to wrist whilst competing, and must wear enclosed footwear only.

Goggles or visors with lens other than glass must be worn in open cars (see Section 2.11 & 2.10 AASA Standing Regulations).

All loose objects must be removed from the vehicle

For all sub-events, scoring will be on a Fastest Time of Day (FTD) basis. Crews will be ranked from fastest or best performance to slowest or worst performance in the sub-event and the points earned will be calculated as follows:

**Event Points earned for test = (N - R + 1) x 4**

Where:

**N = Number of vehicles attempting test**

**R = Competitor's ranking in test**

**(i) Navigation and Road Sections.**

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Late arrival at the end of a Transport Section or at the control at the end of a Special Test Section:

No point penalty, but late time is lost per full minute late

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Early booking in at the end of a Transport or Touring Section

One point per minute, or part thereof, but late time is recouped per full minute

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Late arrival at the end of a Touring Section

One point per minute, or part thereof and late time is lost at the rate of one minute per point.

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Early or late arrival at an "Enter on Sight" control

One point per minute, or part thereof, in excess of one full minute either side of the correct time for the leg or section. Late time is also lost or regained.

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Early departure from control at the start of a competitive section

2 points per minute or part thereof.

- failure to report to a major control
- loss of road card by crew
- failure to obey any reasonable instruction of an official
- acting in a manner detrimental to the sport in the opinion of the Clerk of Course (including breaches of Motor Traffic Regulations)
- traversing a Quiet Zone with excessive noise
- detected carrying or consulting by crew of prohibited map as specified in 4.7 (per map!)

60 points

- missing or failing to report to a passage control
- non-compliance with route chart
- proceeding through out-of-bounds location
- stopping in sight of an “Enter on Sight” control
- not obeying specific route instruction
- entering or departing any major control in the wrong direction
- missing or incorrect information/observation required by a specific route instruction

30 points

- entering or departing any passage control in the wrong direction

15 points

late arrival at the start of the Event (each day)

no point penalty, but late time is lost per full minute later than the competitor’s report time.

In Driving Tests (penalty applied after score allocated for placing in test has been determined)

- Each cone or marker displaced
- Wrong route taken
- Failure to stop entirely in a garage
- Failure to stop at a designated line
- Jumped start (except where quarter mile sprint time is taken irrespective of “red lighting”)

10 points  
 Score for slowest completed time plus 30 points  
 10 points  
 10 points  
 10 points  
 (note: points, not seconds)

## Exceeding speed limits

### PLUS

1. for offences up to 30 km/h above the relevant limit:
  - . second offence
  - . third offence
2. for offences greater than 30 km/h above the relevant speed limit:
  - . first offence
  - . second offence

The number of offences means the number detected during the Event, irrespective of speed.

10 points per full km/h in excess of applicable legal speed limit or specific route instruction speed limit where that is a lesser speed limit PLUS \$200 fine and an additional 100 point penalty exclusion \$200 fine plus additional 100 point penalty exclusion (note: that these are points penalties added to your score for the section after the placing score is determined)

Driving while under the influence of drugs or alcohol	Exclusion
Time card alteration	Exclusion
Unauthorised use of a mobile phone/radio transmitter or GPS	Exclusion

Any speeding, anti-social or un-sportsmanlike behavior or other occurrence by any competitor that may bring disrepute to the event will be regarded very seriously by the organisers and may result in immediate exclusion from the event.

In the event of exclusion from the event, a competitor must withdraw from the event immediately and will forfeit all further privileges of a competitor and any outstanding accommodation deposits or rights thereafter.

Carrying maps not supplied by the organisers. 500 points per instance.

## 15. ROUTE INSTRUCTIONS, ROAD CARDS, MAPS ETC:

The event will use straightforward, logical navigation. The route given is to be followed along the shortest mapped route point to point through all given via points.

Via points will be given in order unless otherwise specified in route instructions.

Observations and questions may be given in any order.

The rally route may cross over and may rejoin in the same direction.

No competing vehicle may drive against rally traffic unless specifically instructed to do so in the route instructions.

Various cautions may be inserted in the instructions to give warning of potentially dangerous obstacles if traversed at speed. The degree of difficulty will be shown by up to 3 exclamation marks added to the instruction.

Road cards will be issued to all crews at the beginning of each division and each crew is solely responsible for its road card. Road cards will be used to record time at controls, passage control information and other information required along the route.

All controls must be entered from the direction given in the route instructions.

All maps required will be supplied by the organisers and are included in the entry fee. No other maps are to be carried in competing vehicles. Spot checks will be carried out during the event to ensure compliance. Distances in the instructions will be given in kilometers.

The Odometer check will be advised in further instructions.

An additional distance measuring device such as a Halda, Terratrip, Brantz, Philtronics etc., while not compulsory, would be of definite assistance.

## **16. CONTROLS:**

<b>MAJOR CONTROL</b>	A location on route explicitly specified in the route instructions through which crews are required to pass and at which they might be required to report or make observations.
<b>PASSAGE CONTROL</b>	A control located between major controls to verify observance of the specified route and/or compliance with the regulations. Crews may be required to report or make observations.
<b>START CONTROL</b>	A Major control at the start of a competitive section.
<b>FINISH CONTROL</b>	A Major control at the end of a competitive section.
<b>ENTER ON SITE CONTROL</b>	A finish, competitive or passage control on a maintained speed section
<b>AVERAGE SPEED</b>	A competitive section where crews are required to observe nominated average speed along a specified route. Specific control boards will indicate both the start and finish of the average speed section. You are not required to stop at the start or finish of the average speed section. The finish control is an enter on site control
<b>RE-ALIGNMENTS</b>	Where the road has been altered since the publication of the map. You may be required to find the original route in order to follow the mapped road.
<b>STRIP CHART</b>	A diagrammatic representation where the required course is shown as the centre trunk of the chart and other roads are shown as branches.

The check-in time corresponds to the exact minute at which the vehicle passes the control board.

A crew who is supposed to check into control at 11.58.00 may enter control at any time between 11.58.00 and 11.58.59 without penalty. The check-in time at control will constitute both the arrival time at the end of a section and the departure time for the following section unless otherwise instructed by the control official. All seconds will be ignored. Arrival at 11.58.15 will be noted as 11.58 as will be the time of departure, even if time is lost in control.

Manned Passage controls may be encountered along the route, and competitors are required to stop and have their road cards signed or stamped by the official on duty. The official will record any WD (wrong direction of entry) on the road card.

## **PLOTTING**

To be via shortest map route point to point, using only sealed roads.

Secret checks may be established to determine correct adherence to the route and to prevent undue speeding and to enforce road safety. Radar speed measuring devices may also be used to detect undue speeding. Appointed officials will be Judge of Fact in regard to adherence to road rules. Infringements will result in penalties as listed in Section 14.

The control area will be defined as the area between the control sign and a point 50 meters past the control official's table. When the control is located at a road junction, the control area extends from the control sign to a point located 50 meters down any direction of entry to the road junction. The control official is deemed to be judge of fact in relation to direction of entry.

## 17. CLASSES

### A. Open Class A

All vehicles not otherwise classified.  
Turbocharged or 4 wheel drive vehicles over 3000 cc.

### B. Class B

All vehicles not otherwise classified.  
Turbocharged or 4 wheel drive vehicles under 2999 cc.

### C. Class C . V8 Class

All 8 Cylinder vehicles not otherwise classified.  
Vehicles over 5000cc.

### D. Class D

Vehicles 500cc - 2999cc.

### E. Class E

All vehicles 3000cc to 4999cc

## 17. GENERAL ADVICE TO COMPETITORS.

Read the regulations carefully. The overall requirement of a sound car crewed by a skilled driver and a competent navigator will prove to be the winner of the event.

Items of equipment that will be required by navigators include a ruler, pencil, eraser, paper, pen, protractor, highlighters, pencil sharpener, travel sickness pills, map board, magnifying glass, an accurate stop watch or watch with second hand, 'Post It' notes and any other navigational aids you may find helpful. A small geometric compass that operates successfully inside a vehicle may be of assistance. Distances will be given to 2 decimal places egg: 45.20 so an accurate speedo with trip meter or an additional distance measuring device such as a Halda, Terratrip, Brantz etc. would be useful as the event will include route charts.

For the purposes of this event, all place names, intersections, roads and other features named or described in route instructions will be deemed to exist as shown on the official maps regardless of their existence or otherwise in fact. Boundaries of towns are defined by roads deemed to exist.

Entry to control or via points will be along mapped roads unless otherwise specified in route instructions.

If a totally unsealed road is encountered during the event, this is not part of the correct route unless you have been instructed to use an unsealed road. Points or areas specified as "Out of Bounds" may not be entered, crossed or traversed unless route instructions specifically allow otherwise. Roads shown on the official maps as unsealed are taken to be unsealed however if you are required to use a mapped unsealed road that has since been sealed, you will be advised of this in route instructions.

Speeding will not be permitted. The local Police are aware of the route and may be on patrol looking for traffic infringements.

## 18. SOCIAL DETAILS.

The organisers have planned an event that relies heavily on friendliness, camaraderie and the ability to enjoy a good time both on the road and after each day's activities. The Saturday night dinner will be where competitors will be able to socialise with each other and "chew the leather". The Saturday night dinner will be at Cellar 47 in Shepparton.

The route chosen covers some exceptionally good driver's roads. They will feature a mixture of open farmland country roads and sweeping hill country roads that will suit the wide cross section of vehicles that the event caters for.