

HISTORIC RALLY CLUB of NSW/ACT Inc.



BLACK STUMP

at TAREE

Incorporating

Road Runner and BFC Classic

Thursday-Saturday 19-21st October 2017

A Closed Road Section TRE and a Navigation TRE

SUPPLEMENTARY REGULATIONS

SUPPLEMENTARY REGULATIONS

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SUPPLEMENTARY REGULATIONS

SECTION 1. ADMINISTRATION

1. THE EVENT

- 1.1 The Black Stump Touring Road Event will comprise two events. The Road Runner with Closed Road Sections and the Barry Ferguson Classic with Navigational Tests.
- 1.2 The event will be a Multi-club Touring Road Event open to members of the Historic Rally Club of NSW and ACT Inc, the Historic Rally Association Inc, the Classic Rally Club Inc and the Endurance Rally Club of Australia Inc and will be conducted on 19th, 20th and 21st October 2017 on the Mid North Coast of New South Wales.

2. SCHEDULE OF DATES

Entries Open: Upon publication of these Regulations
Entries Close: Friday 13th October 2017

Registration, Competitor Briefing and Prologue for the event shall occur at Westlakes Automobile Track at Awaba, NSW from 8.30 AM on Thursday 19th October 2017.

Registration and Equipment Check	8.30AM to 10.30 AM
Crew Briefing:	10.30 AM
Prologue	11 AM

The Event shall then start from a time and location near Limeburners Creek (north of Newcastle) which will be advised at Registration.

Overnight Stops Thurs and Friday Taree NSW
Event Finish: Saturday 21st October 2017 at Taree NSW.

There will be a presentation dinner at Taree on Saturday evening 21st October.

3. AUTHORITY

- 3.1 The event shall be run under the general provisions of:
- a. The International Sporting Code (ISC) of the FIA.
 - b. The National Competition Rules of the Confederation of Australian Motor Sport Limited (CAMS).
 - c. The National Rally Code (NRC)
 - d. The Touring Road Event Regulations (TRER)
 - e. The Khanacross Regulations
 - f. The Autocross Standing Regulations
 - g. NSW Touring Code (Provisional)
 - h. These Supplementary Regulations, any Further Regulations, Event Bulletins and Route Instructions, which may be issued.
- 3.2 The CAMS permit number authorising this event is **217/2110/01** and will be displayed at the start.
- 3.3 This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au. Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au.

4. ORGANISATION

4.1 The event shall be organised and promoted by:

The Historic Rally Club of NSW/ACT Inc

4.2 Entries should be sent to the Entries Secretary (refer to Article 8.3 below).

4.3 The organisers reserve the right to postpone, abandon, cancel, terminate or alter the event at any time if in their opinion the entries are insufficient or by "Force Majeure" in accordance with CAMS NCR 59.

5. KEY ORGANISING PERSONNEL

Event Director /Clerk of Course	Dave Johnson PO Box 754 BOWRAL NSW 2576	CAMS Lic 1062770
CAMS Stewards	Allan Denney John Sendall	CAMS Lic. 9130503 CAMS Lic
Deputy Clerk of Course	Arthur Evans	CAMS Lic. 1103912
Event Secretary (pre-event)	Lui MacLennan	CAMS Lic. 9928836
Assistant Secretary	Glenn Evans	CAMS Lic 9910888
Assistant Clerk of Course / Manoeuvrability Tests	Brian Madigan	CAMS Lic. 1070331
Entries Secretary / Competitor Relations Officer	Ann Mulholland	CAMS Lic 9660278
Results Manager / Scorer	Lui MacLennan	CAMS Lic. 9928836
Chief Scrutineer	Mike Williamson	CAMS Lic 88761
First Aid Team	Peter Clark	
Functions Co-ordinator	Natalie Johnson	

6. CREW ELIGIBILITY

6.1 Crews shall consist of a minimum of two persons. The driver(s) must hold a current civil driving licence.

6.2 The competitor and crew members shall be required to hold a current CAMS Level 2S. Crew members not intending to drive in the Speed Sub-Events will only be required to hold a 2NS or superior licence.

6.3 It is highly recommended that all crews have a current Ambulance membership or equivalent.

6.4 The competitor (formerly known as entrant) and all crew members must be financial members of the organising club or an invited club.

7. VEHICLE ELIGIBILITY

- 7.1** Vehicles must be in a roadworthy condition at all times during the event. It is the competitor's sole responsibility to ensure that this is complied with. If the vehicle does not meet this requirement then the crew shall be deemed to have retired forthwith.
- 7.2** Vehicles are generally limited to 2WD non-forced induction models that have been manufactured prior to 31st December 1980. Other entries may be accepted at the discretion of the organisers.
- 7.3** Please contact the Clerk of the Course for any queries on vehicle suitability.
- 7.4** The vehicle must be registered (or have a permit issued by the appropriate authority of the State of its registration which allows the vehicle to be driven on public roads). Unregistered vehicle permits are not acceptable. Engine and chassis numbers must agree with certificate of registration (or permit). Vehicles will be scrutineered for compliance with these supplementary regulations prior to the start.
- 7.5** Vehicles must be adequately muffled to comply with noise restrictions. Refer NCRs, Schedule R, Item 7. Fuel must comply with Schedule G of the current CAMS Manual.
- 7.6** Under the "Transport Operations (Road Use Management-Vehicle Registration) Regulation 1999", vehicles registered in Queensland require a Compulsory Third Party Insurance (CTPI) extension valid for the Event. The CTPI extension document must be presented at Scrutiny and Event Documentation.
- 7.7** No special car preparation, except for the vehicle requirements stipulated in these regulations will be required, although cars will need to be in very good mechanical condition and a sump guard is recommended.
- 7.8** Vehicles must comply with the requirements of Schedule R, and Appendix F of the National Rally Code.
- 7.9** The CAMS category for which the competitor considers the vehicle to be eligible for is to be declared in the entry form. There will be no formal check or validation of that detail.

8. ENTRIES

- 8.1** Entries will be only accepted on the official entry form, complete in all details, save that car details may be confirmed at a later date.
- 8.2** The entry fee is \$600. Where there is a third crew member nominated, an additional \$60 is payable.

A nomination for entry must be accompanied by a fee of \$100. This fee is non-refundable except under exceptional circumstances as determined by the organisers. Balance of the entry fee is payable by the date of close of entries.

The entry fee includes:

- CAMS permit fees, including public liability insurance
- Rally entry (including hire of venues and safety equipment)
- One set of official maps and instructions
- Set of car numbers and personal identification badges and other paraphernalia.
- Entry to the presentation dinner for 2 people.

Competitors will be required to organise and pay for their own accommodation, food and fuel.

- 8.3** Entries are to be forwarded to the **Entries Secretary, Ann Mulholland** at 2/3 Shaws Close BOAMBEE EAST, NSW 2452 or emailed to bushdream@live.com.au and accompanied by the entry fee.

Cheques should be made payable to “**Historic Rally Club of NSW and ACT (Inc)**”.

If electing to pay by electronic deposit you **MUST** attach a copy of the EFT receipt to the entry form. In the payment description field of the EFT, please use the event code "BS", followed by the "Competitor's Surname":

Electronic Funds Transfer Details:

Account Name: Historic Rally Club NSW and ACT
BSB: 032 716 Account 393 766

- 8.4 Competitors under the age of 18 must have the written consent of a parent or guardian to enter and participate.
- 8.5 The organisers reserve the right to refuse any entry. (NCR 83)
- 8.6 Entries are limited to 35.

9. **STARTING ORDER**

The starting order for each start shall be in ascending numerical order as allocated by the organisers.

10. **SCRUTINY, EQUIPMENT & PAPERWORK**

- 10.1 Pre-event Scrutiny of vehicles should be conducted by any CAMS licensed scrutineers. Download the appropriate form from the Classic Rally Club website and have the scrutiny completed prior to the registration scheduled for this event.

Any of the compulsory equipment listed below that is fitted to the vehicle should be included in the vehicle scrutiny prior to the event.

Vehicles must be presented at scrutiny in a clean and “ready to start” condition.

Competitors are reminded of the provisions of Clause 7.1 above, wherein it is the responsibility of the competitor to have the vehicle in roadworthy condition while still participating in the event.

Vehicles may be inspected at any time during the event to ensure that vehicles do not bring the sport into jeopardy in any way.

- 10.2 At Registration there shall be a check of Compulsory equipment required to be used in this event as follows:
 - Seat belt of least three point mounting for each occupant.
 - Two (2) safety triangles
 - Mud flaps of stout material for both rear wheels. (Also for the front wheels if they are the driving wheels).
 - A first aid kit complying with Appendix F of the National Rally Code.
 - Fire Extinguisher(s) compliant with CAMS Schedule H of the current CAMS manual, e.g. Dry Powder type of total capacity 2 kg. (Note: BCF type extinguishers are not permitted by civil legislation).
 - Vehicles shall have sound towing points fitted front and rear.
 - A Red SOS / Green OK board.
 - Helmets and clothing as required for the Closed Road Sections and the Khanacross Tests.
- 10.3 The following documentation must be presented at Registration

- Current vehicle registration papers/permit showing ownership and verifying the vehicle engine number and the legality of the vehicle to be driven on public roads during the event.
- Entrant's and all crew members' current competition licence. (refer to clause 6.2)
- Current membership card of the organising or an invited club.
- Civil driving licence of each crew member that may drive on public roads during the event.

11. RUNNING DETAILS

- 11.1** The event will be conducted from Thursday 19th October 2017 to Saturday 21st October 2017.
- 11.2** The event will be run over approximately 1000kms of sealed roads, unsealed roads, tracks on public and private property.
- More details of the itinerary shall be published in a Guide to the Black Stump which will be forwarded to all competitors prior to the event.
- 11.3** The event will travel to Taree during Thursday 19th October and finish there on Saturday 21st October 2017

12. ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

13. JUDGES OF FACT

Control officials will be deemed judges of fact with respect to time of, direction of and manner of entry to controls and passage controls, activity in control and exhaust system efficiency.

14. OFFICIAL MAPS and BANNED EQUIPMENT

- 14.1** Maps will be supplied by the organisers. The carriage of other maps is prohibited.
- 14.2** The carriage in the vehicle or use of the following are banned:
- any device that uses Global Positioning technology to show a location on the surface of the earth or to give information to derive such a location and/or contains electronically stored maps
 - maps other than those issued by the organisers
 - a mobile phone or radio transmitter should be carried but only used in the case of emergency.

15. PROTESTS

Protests must be lodged in accordance with Part X11 of the National Competition Rules.

16. COMMUNICATION

The organisers will not be operating an official radio network.

17. AWARDS

The best performance shall be the competitor with the lowest points lost.

Trophies will be awarded for the first three place-getters in each of the following:
Road Runner, BFC Master category, BFC Apprentice Category.

The BFC categories may be merged if there are 3 cars or less in either category.

Further awards may be published in later regulations.

SECTION 2 COMPETITION

Applicable to both the Road Runner and BFC Events

18. COMBINED ROAD BOOK

- 18.1** A combined Road Book will be used for Road Runner (RR) and Barry Ferguson Classic (BFC).
- 18.2** As normal, the pages will be in sequence for the day, however the pages will be colour coded to identify the Route Instructions for the different types of sections so that you can readily identify the pages that apply to your selection of event.
- Navigators should particularly pay attention to this matter as there will be several pages of instructions that you should be ignoring dependent on which event(s) you have entered. There will be further advice on this subject.

19. ROAD and LIAISON TOURING SECTIONS

- 19.1** There will be timed Road and Liaison Touring Sections.
- 19.2** **Road Touring Sections (RTS)** shall be common to both events and the navigation for them will be primarily route charts but reference to place names on the supplied map may also be used. Any penalties incurred in a Road Touring Section by a competitor entered in both the Road Runner and the BFC shall be scored separately in both events.
- 19.3** **Liaison Touring Sections (LTS)** shall be road sections set at less than 40 kph that are used to transport competitors entered in only one event when competitors entered in the other event are participating in a test for that event.
- Route Instructions for Liaison Touring Sections shall be fully route charted and there shall be no checks of route nor penalties for late arrival at the control at the end of the LTS. Lateness at that control will however accrue as part of Late Time.
- 19.4** You may book in early at any Touring Section at the end of any Division without penalty as long as you nominate your correct time that you were scheduled to arrive at that control. Your actual time will also be recorded.
- If however you need to book in earlier than your due time to reduce your Late Time then you will be penalised for the number of minutes necessary to stay within Late Time.
- 19.4** **Penalties for Road Touring Sections**
- | | |
|---|------------------------|
| Late or early at a Major Control (except as in 19.4) | 1 point per minute |
| Wrong Direction entry Manned Control | 10 points per instance |
| Missing Manned Passage Control | 15 points per instance |
| Missing Major Control or exceeding Late Time at that control | 60 points per instance |
| Missing Unmanned Passage Control or incorrectly recording identifier or information | 10 points per instance |
| Detected breaches of traffic regulations | 30 points per instance |

20. LATE TIME LIMITS

There shall be a Late Time Limit of 60 minutes per Division.

SECTION 2A. ROAD RUNNER EVENT.

21. COMPETITION

21.1 The event will consist of timed **Touring Sections** (which shall be included in the descriptions and scoring as a test) **and** a number of tests around the course.

21.2 The following tests may be included:

1. Closed Road Sections and Autocross
2. Khanacross

22 **SCORING**

22.1 Placings in the accumulated Road and Liaison Touring Sections for each Division and in each of the tests shall be determined by the application of the penalties set out in para 19 for the Road Section. Exceeding Late Time shall be included in the Touring Section penalties.

22.2 Points in other tests shall be on an individual test basis.

22.3 Points will be awarded from each Test according to the placing as follows:

1st = 0 points, 2nd = 1 point, 3rd = 2 points, 4th = 3 points, and so on down to the last competitor.

In the event of "Tied Places", the average of the scores for those places will be awarded to each Crew. Thus, if three Crews tied for second place, add $1+2+3 = 6$, divided by $3 = 2$ points per Crew.

23 **CONTROLS**

23.1 **Procedure at Controls**

The location of controls along the Road Sections will be advised in the Route Instructions.

The crew will be deemed to have missed a control if they arrive at a control on a Touring Section having exceeded the late time limit specified.

23.2 **Identification of Controls**

Major Control will be identified with a white board with a black "M".

Passage Controls will be identified with a white board with a red "P".

Along the course there may be Unmanned Passage Controls (Observations). So that they are more readily recognised on a public road than the boards specified by the NRC, more distinctive boards will be used.

They will be a white board with a red "P" with the addition of an alpha/numeric identifier in the lower right hand corner in either black or red. Record that identifier to evidence your passage at that point.

These boards will be displayed at the Crew Briefing.

24 **TESTS**

24.1 A test area shall be established at some test locations where competitors will arrive at the entry control, participate in the test or tests and return to the entry control to exit the area. In these cases there will be a scheduled time to complete the tests and return to the exit control. This time shall be advised in Route Instructions and may be modified at the control if there is delay in the conduct of the test(s). There shall be no penalty for exceeding the scheduled time however time taken in excess of that time shall accrue as Late Time.

24.2 **Closed Road Sections and Autocross**

These are all single car speed events conducted in accordance with the appropriate listed CAMS Regulations in Article 2 of these Regulations.

The instructions for the test shall advise if the Navigator is **not** to accompany the driver in the test.

These tests shall be conducted as a section in the event and a maximum time allowed shall be given for each of the sections. Any time taken for the section up to the maximum time allowed shall be scored in minutes and seconds. If the maximum time allowed is exceeded then that maximum shall be used as the score for that competitor and time taken in excess of that maximum, recorded to the next whole minute shall be added to Late Time for the competitor.

The normal starting procedure shall be a “**Count Down Start**” A warning at 30 secs to go will be given by the official and similarly at 10 secs and then count down from 5 to 0 secs and GO.

24.2.1 Timing.

The competing cars may be timed either by automatic means or by hand-operated stop watches. If a driver fails to complete a run due to any cause outside the driver's control, he may be permitted a re-run.

24.2.2 Procedure

Competitors will be advised how the test will be conducted either by route instructions, diagram, convoy or demonstration or combination thereof.

Information from a board may be required to be recorded in a test where the navigator is in the car. In such case the location of the board shall be advised to the crews either by route chart and or diagram as part of the instructions.

Competitors will attempt one run only of each test.

The total penalties for the test will be calculated for each competitor and the ranking applied for the total score in accordance with the procedure described in para. 21.3.

24.2.3 Penalties

Striking any penalty marker	5 seconds per instance
Failure to report the information required	20 seconds
Shortening or not completing the course	Double slowest time plus any other penalties
Failure to observe the speed limit within the surrounds of the test area	Triple slowest time plus any other penalties

24.2.4 Speed Limit

A limit of 10 km/h shall apply in the surrounds (entry and exit zones) of the test area.

24.2.5 Competitor Safety

All crews must behave in a safe and responsible manner.

Seat belts, safety helmets and clothing as specified must be worn by crews when competing on the Closed Road Sections (CRS) or other tests in this group.

Clothing must extend from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

A qualified first aid officer will be in attendance at all these test sites.

24.3 Khanacross Tests

These will be held on a grass, dirt or gravel surface. These events require manoeuvrability rather than speed for success.

The Navigator will accompany the Driver in the Khanacross tests.

The total penalties for the test will be calculated for each competitor and the ranking applied for the total score in accordance with the procedure described in para. 21.3.

In khanacross tests the route chart (if any) of the course to be taken, shall be advisory only, with the diagram and on course arrows taking precedence.

There may be either of 2 types of starts to the Kx tests.

Some will be the normal type used in the CRS and for a normal competitive section described above for CRSs as a “**Count Down Start**” and will be used when the start/finish are not intervisible.

The other is a “**Green Card Start**”. Car pulls into start garage acknowledging to the starter/timekeeper that the car is ready to start. Timekeeper shows him a red card while he checks that he is ready to time then changes the red card to green. The Driver then goes when he wishes and the timing starts when the non-driven wheels start to move. This is normally where a stop watch is being used and the start /finish garages are intervisible.

24.3.1 Timing

The competing cars may be timed either by automatic means or by hand-operated stop watches. If a driver fails to complete a run due to any cause outside the driver’s control, he may be permitted a re-run.

Timing is to 0.1 of a second and will commence when the non-driven wheels start to turn.

Timing ceases when the car stops within the garage.

24.3.2 Penalties

Wrong direction or shortcutting the course	Slowest time plus 5 seconds
Not starting or failing to finish a test	Slowest time plus 10 seconds
Reversing after entering the finish garage	Slowest time plus 5 seconds
Failing to stop completely at the finish	Slowest time plus 5 seconds
Finishing the course with the car not completely within the garage	Slowest time plus 5 seconds
Striking a course marker (incl garage marker)	Plus 5 seconds per marker

If a test marker has been displaced from its original position by a vehicle during an attempt at a test, and if the vehicle is required to negotiate that marker again during the attempt, the driver must then proceed according to the original position of the marker.

Provided the vehicle covers the entire required course of a test, even if this entails some retracing of an incorrect path, that attempt shall be accepted as valid.

Competitors will attempt one run only of each test.

24.3.3 Competitor Safety

All drivers must behave in a safe and responsible manner.

Seat belts, safety helmets and clothing as specified must be worn by crews when competing in these tests.

Clothing must extend from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

24.3.4 Speed Limit

A limit of 10 km/h shall apply in the surrounds (entry and exit zones) of the test area.

SECTION 2B BARRY FERGUSON CLASSIC (BFC)

25. COMPETITION

- 25.1** This event will comprise Road Navigation Sections (marked as BFC 1,2,3 etc) and timed Touring Sections.
- 25.2** The Route Instructions and course provisions are to be interpreted in accordance with the appropriate sections of the NSW Touring Code (Provisional) (TC). Where they are found to differ from the National Rally Code (NRC) then those clauses of the NRC are deemed to be so modified by these Supplementary Regulations.
- 25.3** The penalties for this event will be scored as the total of all points lost for all the Navigation Sections and the timed Road Touring Sections.
- 25.4** Along the course there may be Unmanned Passage Controls (Observations). So that they are more readily identified on a public road than the boards specified by the NRC, more distinctive boards will be used. They will be a white board with a red "P" with the addition of an alpha/numeric identifier in the lower right hand corner in either black or red. Record that identifier to evidence your passage at that point.
- Unmanned Passage Controls that give a re-direction to the Instructions will be identified by a "Z" board. They will give reference to a set of redirction instructions included in the Route Instructions.
- Samples of these will be displayed at the crew briefing.
- 25.5** The total penalties for the test will be calculated for each competitor and the ranking applied for the total score in accordance with the procedure described in para. 21.3.

26 Penalties

Missing Unmanned passage control or incorrectly recording identifier or information	10 points per instance
Missing a Manned passage control	20 points per instance
Wrong Direction entry to Manned control	15 points per instance
Detected breaches of traffic regulations	30 points per instance
Missed major control	60 points per instance
Late or early at any Control	1 point per minute

END