



PARKES  
ORANGE  
BATHURST

27 MARCH - 2 APRIL  
2022



REGULARITY SUPPLEMENTARY REGULATIONS



These Supplementary Regulations have been  
approved by Motorsport Australia.



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## 1. ADMINISTRATION

### Article 101: AUTHORITY

The Classic Outback Trial (COT) Regularity Trial (hereinafter referred to as the 'event') shall be a National Touring Road Event to be conducted during the period 27 March to 2 April 2022 and will be held under the:

- Federation Internationale de l'Automobile (FIA) International Sporting Standing Regulations, including Appendices; in accordance with the FIA International Sporting Code Article 2.3, foreign competitors/crew members may enter the event.
- National Competition Rules (NCR) of Motorsport Australia;
- National Rally Standing Regulations (NRSR) - Events General (ERG), Special Stage Rally (SSR) and Vehicles General (VG).
- Supplementary Regulations approved by Motorsport Australia, together with any Further Regulations that may be issued by the Organisers in Bulletins;
- Federal, State and Local Public Health Authority Guidelines;
- Motorsport Australia OH&S and Safety 1st and Risk Management Policies, which can be found on the Motorsport Australia website at [www.motorsport.org.au](http://www.motorsport.org.au)

These Regulations are issued subject to any provisions which are made mandatory by Motorsport Australia and the relevant civil authorities between the date of their issue and the conduct of the event.

The Motorsport Australia Permit Number authorising the event is: 822/0204/01

### Article 102: DESCRIPTION OF EVENT

(1) The event will be conducted on public and private roads, with two 'Shakedown Sections' held near Parkes on Saturday 26 March, and the seven-day

competition event commencing in Parkes on Sunday 27 March, and finishing in Bathurst on Saturday 2 April. The event stays overnight in Parkes (Saturday to Monday), Orange (Tuesday and Wednesday) and Bathurst (Thursday, Friday and Saturday).

(2) A Time-Speed Distance ('TSD') competition of average speed precision driving, the event will be run over 1675 kilometres with 775 kilometres (46% competitive) of regularity tests, using selected closed road special stages from the Classic Outback Trial competition, as well as sections of open public and forestry roads, all of varying lengths. The challenge for the regularity crews will be to drive the regularity sections averaging speeds specified by the organisers, which may change within a section. No average speed will be set for a crew that exceeds 80km/h, and a maximum permitted speed of 100km/h will apply.

Planned distances (subject to change following the Motorsport Australia course check) are:

#### Planned Distances

1	175	125	300
2	150	160	310
3	110	140	250
4	75	80	155
5	85	185	270
6	120	130	250
7	40	65	105
<b>TOTAL</b>	<b>755</b>	<b>885</b>	<b>1640</b>

## 1. ADMINISTRATION [CONTINUED]

**Table 1:** General Program of the Event

### Article 103: GENERAL PROGRAM OF THE EVENT

The general program is planned; however, it is subject to confirmation.

July 2020			
Monday 13	Melbourne	0900	Supplementary Regulations and Entry Forms issued
			Entries Open
March 2022			
Monday 7	Melbourne	0900	Guide to the Event issued
Friday 18	Melbourne	1700	Close of Entries
Friday 25	Parkes	0830 - 1800	Documentation
		0830 - 1800	Scrutiny
Saturday 26	Parkes	0830 - 1000	Documentation
		0830 - 1100	Scrutiny
		1300 - 1330	Crew Briefing
		1440 - 1520	Official Event Start Ceremony
		1500 - 1615	Shakedown
		1800	Declaration of Day One Start Order
		1800	Declaration of Vehicle Classes
		1800 - 1900	Welcome Reception
Sunday 27	Parkes to Parkes		Day 1 of Competition – overnight Parkes
Monday 28	Parkes to Parkes		Day 2 of Competition – overnight Parkes
Tuesday 29	Parkes to Orange		Day 3 of Competition – overnight Orange
Wednesday 30	Orange to Orange		Day 4 of Competition – overnight Orange
	Orange	1800	Posting of Partial Provisional Results (Days 1 to, 4)
Thursday 31	Orange to Bathurst		Day 5 of Competition
March 2022			
Friday 1	Bathurst to Bathurst		Day 6 of Competition
Saturday 2	Bathurst to Bathurst		Day 7 of Competition
	Bathurst	1600	Posting of Partial Provisional Results (Days 5 to 7)
	Bathurst	1830 - 2230	Presentation of Awards

## 1. ADMINISTRATION [CONTINUED]

### Article 104: PROMOTER

The event will be promoted by Classic Outback Trial Pty Ltd, ACN 134 696 398, of address as outlined in Article 106.

### Article 105: ORGANISING COMMITTEE

#### 105.1 Organising Committee

The Classic Outback Trial Pty Ltd has appointed the following Organising Committee (hereinafter referred to as the 'Organisers') to organise the event, and other appointments to the Organising Committee, if any, will be advised in a Bulletin:

Name	No*
<b>Phil Bernadou</b>	<b>8811841</b>
Event Director/Clerk of Course	
<b>Steve Hollowood</b>	<b>9022366</b>
Deputy Clerk of Course/Regularity Road Director	
<b>David Officer</b>	<b>883138</b>
Assistant to Event Director	
<b>Bruce Keys</b>	<b>885030</b>
Publicity/Media Manager	

\*Motorsport Australia Official's Licence Number

The address of the Organising Committee is listed at Article 106.

### Article 105.2 : Senior Officials

Name	No*
<b>Graeme Palmer</b>	<b>884706</b>
Chief Scrutineer	
<b>Alan Patterson</b>	<b>885496</b>
Competitor Relations Officer	
<b>Bruce Keys</b>	<b>885030</b>
Publicity/Media Manager	
<b>Garry Searle</b>	<b>1004560</b>
Results Manager	

\*Motorsport Australia Official's Licence Number

### Article 105.3 : Motorsport Australia Officials

Name	No*
<b>Mr Alan Denney JP</b>	<b>9030503</b>
Chief Steward	
<b>Mr Peter Lambie</b>	<b>8819109</b>
Steward	
<b>Frank Grant</b>	<b>1705701</b>
Course Checker	

\*Motorsport Australia Official's Licence Number

## 1. ADMINISTRATION (CONTINUED)

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### Article 106: SECRETARIAT

The official address for the event is:

1/533 Whitehorse Road  
SURREY HILLS VIC 3127  
AUSTRALIA  
T 613 9836 9911  
M 61 0412 498 602

Email: [philip@classicoutbacktrial.com.au](mailto:philip@classicoutbacktrial.com.au)

Website: [www.classicoutbacktrial.com.au](http://www.classicoutbacktrial.com.au)

### Article 107: POSTPONEMENT / CANCELLATION OF EVENT

Refer to Motorsport Australia NCR 11.

- (1) In case of cancellation, postponement for more than 24 hours, or abandonment, entry fees shall be returned within 30 days of the date of cancellation. In case of postponement for more than 24 hours - if the competitor states in writing to the Promoter of his/her intention of NOT competing in a postponed competition, such intention being advised within 30 days of the issue of such postponement, all fees paid shall be refunded. Those competitors continuing with the event will be subject to the revised refund regulations issued with the postponement notice.
- (2) In the case of the event having been cancelled due to force majeure Motorsport Australia may, upon application by the organisers, retain up to 25 per cent of the entry fees (refer to NCR 11);
- (3) The competitor and crew members acknowledge that upon refund of the entry fee the Promoter and organisers of the event shall be discharged from any further liability to the competitor and/or crew members for any expenses or damages arising in any way from their entering the event; and except as the Australian Consumer Law otherwise provides, the Promoter and organisers

shall not be liable to them for any direct, indirect or consequential loss, expense or damage arising from entering the event.

### Article 108: EVENT HEADQUARTERS / BULLETINS / OFFICIAL NOTICES

#### 108.1 Event Headquarters

The Event Headquarters will be located in Parkes, Orange and Bathurst and will be manned from 30 minutes prior to the first vehicle starting each Leg (one hour on Leg 1), until 2000 hours on each Leg. Locations of the event headquarters will be:

- Parkes - Showground
- Orange - Ex-Services Club, Mercure Motel
- Bathurst - Rydges Motel, Mount Panorama

#### 108.2 Official Notice Board

The 'Official Notice Board' will be located as follows:

- at all times on the event's website;
- from 0900 hours Thursday 24 March to 1000 hours Sunday 3 April at the Event Headquarters.

It is the responsibility of crew members and service crews to check for any bulletins and official notices that may be issued.

#### 108.3 Bulletins

All Motorsport Australia approved regulation changes ('Further Regulations') issued after the publication of these Supplementary Regulations will be in the form of sequentially numbered and dated bulletins. If issued pre-event, they will be placed on the event's website official notice board. All bulletins will be issued to all crews at documentation and their receipt must be signed for. If issued during the event they will be posted on the official notice board.

## 1. ADMINISTRATION [CONTINUED]

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Bulletins will be issued at the start of each Day at the start control and upon arrival crews are required to enquire of the start officials for a copy (refer to Article 608.2).

### Article 109: APPLICATION, INTERPRETATION OF THE REGULATIONS

#### 109.1 Responsibility for applying Regulations

The Clerk of Course shall be responsible for the interpretation and application of the regulations of the event.

#### 109.2 Cases not provided for in these Regulations

Where a situation is not adequately covered in these regulations, further regulations, or the NRC, it will be considered by the Stewards, upon application by the Clerk of Course. The Stewards alone have the power to decide, subject to any decision not being in conflict with the NCR.

#### 109.3 Interpretation/Definition

Throughout the regulations the interpretation of the following terms will apply:

- Competitor' ('entrant') means the entity who has entered the vehicle and is the bona-fide owner of the vehicle
- 'Crew' means those persons nominated by the competitor and accepted by the organisers to compete in the entered vehicle;
- 'Crew Member' shall mean any one person of the crew;
- 'Driver' shall mean the person nominated as such on the official entry form;
- 'Co-driver'/'Navigator' shall mean the person nominated as such on the official entry form;
- 'Service Crew Member' is a person who is registered with the organisers as a member of a service crew.

#### 109.4 Decisions to be taken by the Stewards

Crew members believed to have committed the offences for which the penalty listed in the regulations is 'up to and including disqualification' may be charged by the Clerk of Course and reported to the Stewards of the Meeting, and if so, will be subject to a hearing by the Stewards, at which the crew members may present evidence. If found culpable they will be liable to a penalty/penalties as determined by the Stewards.

### Article 110: COMPETITOR RELATIONS OFFICER

A Competitor Relations Officer ('CRO') will be appointed by the organisers, whose principle duty will be the intermediary between the competitors, crew members, service crew members and the Clerk of Course/Stewards. All formal enquiries requiring an answer from the Clerk of Course must be made in writing and lodged within specified time limits (refer to Article 111). During the event this official will be located at the start and finish of each Day, or at the Event Headquarters.



## 1. ADMINISTRATION [CONTINUED]

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### Article 111: PROTESTS

#### 111.1 Lodgement of protest

Protests concerning the application of the regulations must be accompanied by the Motorsport Australia prescribed fee of \$500 and lodged with the Clerk of Course for transmission to the Stewards for deliberation and decision. Protests must be lodged in accordance with Part XII of the Motorsport Australia Manual of Motor Sport and for this event the time limit for the lodgment of protests will be in accordance with Part XII NCR 206, with the exceptions listed below.

#### 111.2 Protest against course

A protest against any mistake, irregularity or action to the prejudice of the event occurring, or becoming apparent while the competition is taking place, must be lodged in writing within two hours of the booking-in of a crew at the end of the day in which the mistake, irregularity or action occurred;

#### 111.3 Protest against start order/results

A protest against any decision relevant to the following must be lodged within one hour of the posting of the list on the Official notice board. Postings will be as follows (or a notice posted indicating when they will be posted if there is a delay):

- Partial provisional results after Days 1 to 4 (ie: Sunday to Wednesday): 1800 hours Wednesday;
- Partial provisional results for Days 5 to 7 (ie: Thursday to Saturday): 1600 hours Saturday.

### Article 112: JUDGES OF FACT

#### 112.1 Appointment

Judges of Fact, against whose decisions there can be no protest, will be appointed by the organisers (refer NCR 181).

#### 112.2 Competition Judges of Fact

- (1) **Appointment of Judge of Fact** (Table 2)  
Other issues and appointments, if any, will be advised in a Bulletin.
- (2) RallySafe equipment will be used as a Judge of Fact in aiding the Clerk of Course to determine the times and route taken by a crew. Should a crew not complete the prescribed route the matter will be referred to the Stewards who may apply any penalty up to and including disqualification.

#### 112.3 Medical Judges of Fact

A medical officer appointed by the organisers will be a Judge of Fact as to the medical condition of a crew member.

#### 112.4 Stewards

The Stewards may overrule a decision, or accept or refuse any correction of a Judge of Fact (refer to NCR 169 vii).

## 1. ADMINISTRATION (CONTINUED)

**Table 2: Appointment of Judge of Fact**

Judges of Fact may report the following offences:

		Organising Committee Member	Stage Officials	Scrutineers	Senior Officials	RallySafe Equipment
Consumption of alcohol or use of drugs	113	•	•	•	•	
Breaches of acceptable behaviour	114	•	•	•	•	
Incorrect, fraudulent, unsporting action	115	•	•	•	•	
Carrying a firearm/offensive weapon	304	•	•	•	•	
Not carrying mandatory emergency equipment	503	•		•		
Reconnaissance or practising on the course	605.2	•	•	•	•	•
Travelling on a regularity section in the opposite direction	608.2	•	•		•	•
Outside assistance in a regularity section	608.3	•	•	•	•	
Towing/pushing of a vehicle	608.6	•	•	•	•	
Irresponsible driving	609.1	•	•	•	•	
Speed of vehicle on a transport section	609.2	•	•	•	•	•
Traffic regulations infringement	609.3	•	•	•	•	

Other issues and appointments, if any, will be advised in a Bulletin.

## 1. ADMINISTRATION (CONTINUED)

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### Article 113: ALCOHOL, DRUGS AND OTHER SUBSTANCES

- (1) Any holder of a Motorsport Australia '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 Motorsport Australia Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy as published on the Motorsport Australia 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 Motorsport Australia 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Standard Operating Procedure for Breath Alcohol Testing.
- (2) Any participant who breaches the policy will be excluded from the specific Day of the event and this would mean a vehicle could not start a Day, nor an Official to carry out duties for the Day.
- (3) If a Confirmation Test results in a Positive Reading, the CATO shall advise the participant of a breach of the Policy and that the matter will be immediately referred to the Stewards of the Meeting and the Clerk of Course. The Stewards must exclude the participant from that Day's sporting activities, in accordance with the Policy.

### Article 114: BREACHES OF ACCEPTABLE SOCIAL BEHAVIOUR

Crew members reported to have carried out any of the following breaches may be subject to a penalty of up to and including disqualification:

- wilful damage to or interference with public and/or private property, or another vehicle involved in the event, or with a vehicle of a member of the public;
- wilful interference with any course marker;
- wilful littering.

### Article 115: INCORRECT, FRAUDULENT OR UNSPORTING ACTION

Any incorrect, fraudulent or unsporting action carried out by a crew member, or any action so determined by the Clerk of Course to be detrimental to the sport, will be reported to the Stewards who may apply any penalty up to and including disqualification, as well as reporting an incident to Motorsport Australia for any further action it may determine to take.

### Article 116: DISQUALIFICATION FROM THE EVENT

Only the Stewards are empowered to deny permission to start the event, or to disqualify, or exclude, a competitor and/or crew member from the event. Where references are made to disqualification throughout these Regulations, such action will be the result of a Stewards Hearing.

## 2. ENTRIES

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### Article 117: PRE-EVENT CREW BRIEFING

The Pre-Event Crew Briefing will take place as follows:

- Saturday 26 March;
- 1300 to 1330 hours;
- Parkes Services Club, 9-17 Short Street

It is compulsory for at least one member of each crew to attend the Briefing; failure to do so may lead to a fine by the Organisers of \$100. Service crew members may attend.

### Article 118: GUIDE TO EVENT DOCUMENT

A Guide to the Event will be issued approximately six weeks prior to the event. Information provided in this publication will be for advisory purposes only and has no authority to supersede or vary these regulations and further regulations. No protest can be lodged in regard to information, or action/s taken on information issued in the Guide to the Event.

### Article 201: ELIGIBLE COMPETITORS / CREW MEMBERS

- (1) All crew members must hold a current Motorsport Australia Level 2NS Licence, or superior. Crew members under 18 years of age must hold an equivalent Junior Licence.
- (2) To be eligible to drive a vehicle in the event crew members must be holders of a civil driving licence valid for driving within Australia. Any crew member not holding a civil drivers licence will be required to sign, at documentation, a Motorsport Australia declaration to the effect that he/she will not drive the vehicle at any time during the event.
- (3) All civil and competition licences must be presented for checking at documentation.

### Article 202: CREW MEMBERS

#### 202.1 Number of Crew Members

The crew shall consist of a driver and a co-driver/navigator. The youngest age for a navigator is 14 years.

#### 202.2 Crew Members in Vehicle

- (1) The nominated crew members shall be required to compete throughout the event and are the only persons permitted in a vehicle during the competition, except where transport assistance is being provided for compassionate reasons for the minimum time necessary.
- (2) With the specific permission of the Clerk of Course, a crew member may be changed at any time during the event due to compassionate reasons or illness. The crew will not be eligible for any awards nor inclusion in the General Classification.



## 2. ENTRIES (CONTINUED)

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### 202.3 Crew Member Identification

For the purpose of identifying who is eligible to drive on regularity sections, crew members will be issued at documentation with wristbands colour coded as follows:

- green wristbands – eligible to drive in the event;
- red wristbands - not eligible to drive in the event (eg: not holding a valid civil driving licence).

### 202.4 Obeying an Instruction of an Official

- (1) Crew members are required at all times to obey a reasonable instruction given by an official. Failure to do so may result in a penalty of up to and including disqualification.
- (2) Notwithstanding the above, if a crew or crew member creates an offence against these regulations whilst following the specific instructions of an official of the event, the Stewards may decide not to apply a penalty.

## Article 203: ENTRIES

### 203.1 Entries

- (1) Entries will open upon the issue of these regulations and close on Friday 18 March 2022.
- (2) The maximum number of entries shall be 30 and will be accepted in order of receipt.
- (3) Entries and entry fees are to be lodged with the Secretariat (Article 106).
- (4) The organisers reserve the right to refuse any entry in accordance with NCR33, without stating a reason.
- (5) If a change of vehicle is sought **after** the start of the event this may be approved by the Clerk of Course. If a change of vehicle is approved,

the crew will not be eligible for any awards nor inclusion in the General Classification, and the start order of the vehicle each day will be at the discretion of the Clerk of Course. The replacing vehicle will be subject to scrutiny by the event's scrutineers.

### 203.2 Official Entry Form

Due to COVID-19 risk management protocols crews are required to electronically complete the entry form (available on the event website at [classicoutbacktrial.com.au](http://classicoutbacktrial.com.au)) and to electronically include a copy of the following documents:

- Motorsport Australia competition licences for competitors (entrants), driver and co-driver;
- civil driving licences of crew members who will be driving;
- proof of ownership, and permission to enter the vehicle if a member of the crew is not the bona-fide owner (ie: the Competitor);
- the vehicle registration document;
- proof of third party insurance for the vehicle, if this is not issued in conjunction with the vehicle registration document;
- an 'extension' of the 'Compulsory Third Party Insurance Policy for Sporting Activities' for vehicles registered in Queensland;
- Motorsport Australia indemnity document signed by the competitor, driver and co-driver.

A copy of the entry form and Motorsport Australia indemnity is attached as Attachment A to these regulations.

Competitors unable to access the online entry form are required to contact the Secretariat (refer to Article 107 for contact details).

Details on the document lodgement process will be advised in a bulletin.

## 2. ENTRIES (CONTINUED)

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### 203.3 Nomination Fee Payable

The Nomination Fee shall be \$500, and this fee is deductible from the Entry Fee.

### 203.4 Entry Fee Payable

The entry fee shall be \$5000 and must be paid in full by close of entries on 18 March 2022. Periodic payment arrangements may be made with the Organisers.

### 203.4 Entry Fee Includes:

The Entry Fee includes:

- Motorsport Australia Permit Fee which covers Motorsport Australia Public and Products Liability Insurance and Motorsport Australia Personal Accident Insurance;
- set of competition road books;
- hire of RallySafe unit (not including wiring loom, antennas and mounting kit which must be fitted by the competitor prior to pre-event scrutiny);
- entry to pre-event welcome reception for all crew, service crew members and officials;
- two tickets to the presentation;
- registration of one service crew and one set of service instructions;
- apparel (eg: cap and polo shirt for each competing crew member);
- newsletters - issued throughout the year;

### 203.5 Additional Service Crew Fee

The fee for each additional service crew shall be \$50.

### 203.6 Refunds

Refunds of payments due to a competitor withdrawing from the event are as follows and will be applicable as from 18 March 2022:

- no refund shall be made of the \$500 nomination fee;
- withdrawal between 1 July and 30 September 2022 - 25% of other monies paid retained;
- withdrawal between 1 October and 31 December 2022 - 50% of other monies paid retained;
- withdrawal after 1 January 2022 and prior to noon 18 March 2022 - 75% of other monies paid retained;
- no refunds will be made after noon 18 March 2022;

The initial \$500 nomination fee, together with any further payments made, may be transferred to another nomination or entry, provided it is a new entry and not one being held by the Organisers.

## Article 204: INSURANCE

### 204.1 Public Liability And Products Insurance/ Personal Accident Insurance

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at [www.motorsportaustralia.com.au](http://www.motorsportaustralia.com.au). The cost of the cover is included in the Entry Fee. The Organisers reserve the right to pass onto competitors any increase in this fee, subject to Motorsport Australia approval.

### 3. 3. VEHICLES & CREW MEMEBERS APPAREL

*Note 1: The property damage excess payable by a competitor is \$1,000.*

*Note 2: Crews and officials are advised that up to five (5) units of additional insurance can be purchased – details and applications are available through the Motorsport Australia website at About>Insurance, visit Arthur J Gallagher website, “Personal Accident Insurance”.*

#### 204.2 Vehicle Third Party Insurance

- 1) All vehicles must carry third party insurance which is normally issued with the vehicle registration papers.
- 2) Vehicles registered in Queensland are required to obtain an ‘extension’ of the ‘Compulsory Third Party Insurance Policy for Sporting Activities’. This extension is issued for a specified period of time covering the ‘Sporting Activity’ and covers ‘racing, pace-making, or in reliability trials, speed or other trials’. The extension can be obtained through the vehicle insurer and must be produced at documentation.

#### 204.3 Vehicle Third Party Property/ Comprehensive Insurance

This insurance is not covered through the organisers and cover is the sole responsibility of the competitor.

**Table 3: Fuel Distances** (in kilometres)

Start to Lunch	205	240	180	95	170	160	105
Lunch	Condobolin	Condobolin	Molong	Carcoar	Sofala	Black Springs	
Lunch to end of day	135	140	90	55	80	60	-
<b>Total distance for day</b>	<b>340</b>	<b>380</b>	<b>270</b>	<b>150</b>	<b>250</b>	<b>220</b>	<b>105</b>
Overnight	Parkes	Parkes	Orange	Orange	Bathurst	Bathurst	Bathurst

#### Article 301: ELIGIBLE VEHICLES

##### 301.1 Eligible vehicles

Any vehicle is eligible and will be divided into Categories at the discretion of organisers and will be based on the following:

- **Category 1: Vintage**  
– Cars in production before 1942;
- **Category 2: Classic**  
– Cars in production between 1942 and 1976;
- **Category 3: Post-Classic**  
– Cars in production after 1976.

The organisers reserve the right to amalgamate categories if there is not three vehicles in a category. Categories will be declared by posting them on the official notice board at:

- 1800 hours on Saturday 26 March.

##### 301.2 Fuel

(Table 3) Distance between service station refuel points.

### 3. VEHICLES & CREW MEMEBERS APPAREL (CONTINUED)

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#### Article 302: EQUIPMENT / APPAREL FOR ALL VEHICLES / CREW MEMBERS

##### 302.1 Safety Equipment

The following safety equipment is required to be supplied by crews:

- a fire extinguisher of at least 900g capacity to AS 1841 standard and to be within reach of the driver or navigator;
- a laminated windscreen;
- seat belts:
  - o for Classic Cars (ie: in production between 1942 and 1976) a lap sash belt must be fitted to the car and worn;
  - o for Vintage Cars (ie: in production before 1942) a lap or lap sash belt must be fitted to the car and worn;
  - o Motorsport Australia roll over protection bars are strongly recommended and where fitted a harness seat belt must be fitted and worn;
- fire and liquid bulkheads separating the passenger compartment from the engine and fuel tank are strongly recommended.

The following will also be required to be fitted or carried:

- a first aid kit (St John standard, or equivalent standard);
- accident advisory signs (SOS/OK) which will be issued by the COT Organisers on the back cover of the road book;
- two safety triangles must be carried in the vehicle.

##### 302.2 Other Equipment

**WARNING:** An amount of care and forethought must be employed prior to mounting objects on or near the dashboard of the vehicle if it is fitted with SRS (Safety Restraint System - ie: air bags). In the case of an accident, and the air bag deploys, it does so at a very rapid pace and anything in front of it becomes an object travelling at high speed and can be a lethal weapon. Before any brackets are manufactured to mount such items, and before it is securely mounted, ensure that if the air bag is deployed, it has room to expand unrestricted. This safety item will be checked at pre-event scrutiny.

- (1) Spare wheels may be carried inside the passenger compartment and must be securely fastened behind the crew. The rear seat may be removed for the fitment of spare wheel(s). The fitment of spare wheel(s) to the outside perimeter of the vehicle, unless originally by the vehicle manufacturer, is not permitted unless the mounting of the wheel(s) is approved by the Chief Scrutineer.
- (2) Safe fuel containers may be carried but not in the passenger compartment; if carried in the luggage compartment a metal partition ('firewall') must be fitted between the passenger and luggage compartments. If plastic containers are used they must conform to AS 2906-1986.
- (3) Spare components, tools, compulsory items, if located within the passenger compartment, must be securely fastened at all times when the vehicle is in motion, to the satisfaction of the Chief Scrutineer. The use of elastic/extendable material (eg: 'octopus straps', elastic netting, etc) is not permitted.
- (4) A safety partition is recommended in order to prevent any loose objects from moving forward into the crew compartment. If one is fitted it must be securely mounted behind the crew members



### 3. VEHICLES & CREW MEMEBERS APPAREL (CONTINUED)

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to the satisfaction of the Chief Scrutineer. Nylon netting is not recommended.

(5) Protection of front of the vehicle by the use of 'bull bars' is permitted, provided that:

- in the main the bull bar is constructed of round or tubular material;
- the bar does not have any sharp edges or protrusions that could cause injury.

Fitment must be to the satisfaction of the Chief Scrutineer.

(6) GPS and similar apparatus may be fitted.

(7) On-board cameras are permitted and the method of fitment must satisfy the Chief Scrutineer at pre-event scrutiny as to the safety of the crew members.

(8) Two-way radios are permitted and can be a UHF 40/80 Channel (477Mhz); the Organisers will not be providing any method of relay, nor a two-way radio maintenance system.

#### 303.3 RallySafe Unit

Competitors must have a RallySafe wiring loom, antennas and mounting kit installed prior to pre-event scrutiny. This is a one-off purchase via the RallySafe website shop and installation instructions are available at the shop.

Issues to note are:

- The RallySafe system must be wired to permanent 12 volt power (ie **NOT** via any 'kill' switch) and this will be checked at pre-event scrutiny;
- Power must be supplied to the RallySafe unit for the whole of the event – from arrival at pre-event scrutiny until arrival at the finish control on 2 April and placement of the vehicle in the impound where they will be collected by the organisers; or until retirement from the event if this happens and the unit handed in to the event

headquarters or the crew of an official vehicle (eg: Sweep, Recovery)

– **DO NOT TAKE THE UNIT HOME;**

- The RallySafe unit, which is unique to each vehicle, will be available at the event documentation and may be collected at any time after 0830 on Friday 25 March; there is no need to await a competitor's documentation report time;
- The cost of the hire of RallySafe GPS tracking unit screen for the event is included in the entry fee;
- Competitors should familiarise themselves with the use of the RallySafe unit by reference to the 'Competitor User Manual' available on the RallySafe website;
- Competitors are responsible for the RallySafe unit and any misuse of the equipment will result in the competitor being reported to the Stewards of the Meeting who may impose penalties that may go as far as disqualification;
- The competitor will be responsible for reimbursing RallySafe for the cost of any unit not returned for whatever reason;
- A damage waiver covering some of the risks applicable to the RallySafe unit is available at 'RallySafe Shop' on the website.

#### 303.4 Crew Apparel

Whilst competing over the regularity sections both crew members may wear as a minimum clothing of short sleeve shirts and shorts. Footwear must cover the feet (ie: no sandals, thongs, etc). Both clothing and footwear must not be of flammable synthetic material such as nylon. Competitors are advised that very cold weather can be expected on some days. Dust masks are advised to be worn in open vehicles.

## 4. SIGNS AND ADVERTISING ON VEHICLES (CONTINUED)

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### Article 304: PROHIBITED EQUIPMENT / ITEMS

Carriage or use of firearms and offensive objects of any type is prohibited and offending will subject a crew member to a penalty of up to and including disqualification.

### Article 401: SIGNS ON VEHICLES

#### 401.1 Advertising and Signs Permitted

Advertising and other signs are permitted on vehicles provided the location of the signs does not conflict with these regulations. Signs are required to be of a high standard of presentation to ensure that the interests of the organisers, sponsors and competitors are protected.

#### 401.2 Signs Must Be Suitable

Lettering of all signs must be carried out in a neat, regular and professional manner. The organisers may order the re-lettering of any sign or part of sign that, in their opinion, fails to comply with the requirements of these regulations. The organisers will be the sole judge as to the suitability of any sign, and may direct the removal of any sign at any time. A crew shall be directed to remove any sign considered by the organisers to be offensive, or contrary to any government legislation.

#### 401.3 Organisers to Supply Decals (See Also Article 402)

Prior to pre-start scrutiny the organisers will supply event identification decals and compulsory event sponsor decals. These must be attached to the vehicle as issued (eg. not reduced in size by trimming) prior to checking at pre-event scrutiny, and maintained in good order and condition throughout the event. Deliberate removal of the decals from the vehicle during the event will render the crew liable to a penalty of up to

and including exclusion. Event decals issues:

- to replace the event's windscreen decal with a competitor's sponsor's decal a fee of \$500 will be imposed, and the event's windscreen decal must be placed on the roof above the windscreen or on the leading edge of the bonnet (replacing decal 'A', whichever is the more prominent - this decision can be made at pre-event scrutiny.
- any other issues with fitment of event's decals can be resolved with the Chief Scrutineer at pre-event scrutiny.

#### 401.4 Crew Names

The names (given and/or surname) of the driver and co-driver/navigator may be placed on the rear side window/s; alternatively, or, as well as, the names may be placed on the front wings, provided they do not interfere with Promoter's decals;

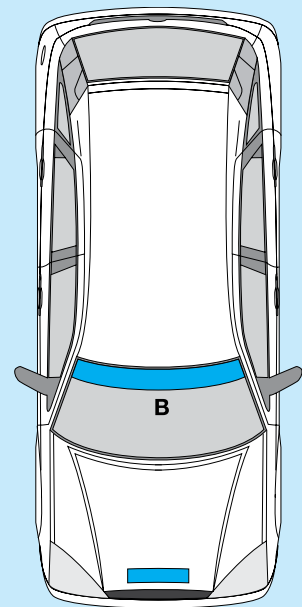
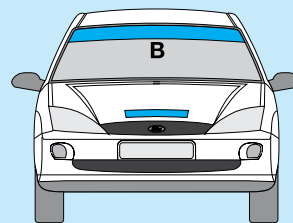
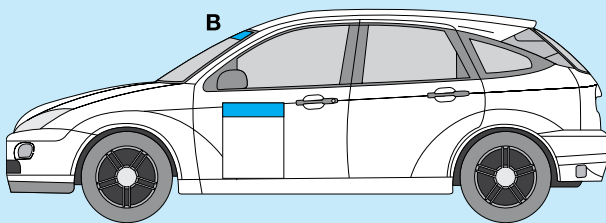
#### 401.5 Competitors Signs

- (1) Vehicles may carry signs of sponsors that are in commercial competition with the sponsors of the event but their placement on the vehicle must not be in conflict with the organisers requirements outlined in Article 402.
- (2) Advertising is permitted on the roof of the vehicle.
- (3) Signs or advertisements shall be permitted on any side or rear window, provided they do not interfere with the vision of the driver nor the organisers signs, or crew member names. If placed on the rear window advertising of up to 85mm depth located at the top or bottom of the window provided that it does not interfere with the driver's visibility.

## 5. DOCUMENTATION AND SCRUTINY

Diagram 1: Placement of Organisers' Decals

	(w x h)	
<b>A</b> Bonnet Number Panel	615mm x 115mm	front only
<b>B</b> Windscreen Strip	845mm x 150mm	windscreen
<b>C</b> Door Panels	400mm x 450mm	both sides



### Article 402: PLACEMENT OF ORGANISERS' DECALS

#### 402.1 The following is the requirement for placement of the Organiser's decals: (Diagram 1).

Decals issued by the Organisers must be placed on the vehicle prior to its presentation at Pre-Event Scrutiny.

*Any issues with fitment of decals (including windscreen) can be discussed and resolved with the Chief Scrutineer at Scrutiny.*

### Article 501: DOCUMENTATION

#### 501.1 Documentation to be Carried Out Before Scrutiny

Documentation must be completed by crew members prior to pre-event scrutiny.

#### 501.2 Documentation Location/Reporting

Due to COVID-19 risk management protocols, procedures to be adopted at the documentation location will be advised in a bulletin.

- (1) Documentation will take place on Friday and Saturday 25/26 March as follows, at the Parkes Showground:
  - Friday 25th: 0830 hours to 1800 hours;
  - Saturday 26th: 0830 hours to 1000 hours.
- (2) Under COVID-19 requirements social distancing of 1.5m must be maintained during documentation and the room will be restricted to 1 person per 2sqm. Attendees may be required to wait in a line outside the room.
- (3) Report times for each crew will be advised in a Bulletin and failure to report within the time window listed may result in a \$100 penalty,

## 5. DOCUMENTATION AND SCRUTINY

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payable by the competitor, unless alternative arrangements are made with the Clerk of the Course.

(4) At Documentation crew members are required to:

- pay outstanding fees;
- ensure that the Official Entry Form and Motorsport Australia Indemnity Form has been signed by both crew members;
- A crew member who does not present a valid civil driving licence at the Documentation check (including those holding a Motorsport Australia Navigator licence) is required to sign a declaration to the effect that they will not drive the vehicle at any time during the event;
- be issued with barcoded crew personal identification ('wrist bands and 'swingers'), merchandise and vehicle decals;
- finalise service crew registration and issue of personal identification;
- be issued with the time to report to Pre-Event Scrutiny.

(5) Crews will be provided with a copy of all Bulletins issued to date.

(6) Shakedown and Leg 1 road book and the service crew instructions will be issued.

(7) RallySafe units will be issued (at any time not necessarily at Documentation report time.

### Article 502: PRE-EVENT SCRUTINY

#### 502.1 Scrutiny Forms

Due to COVID-19 risk management protocols, there will be no general pre-event scrutiny as carried out in past Classic Outback Trial events:

(1) A Self-Scrutiny Check List must be completed and submitted to the Chief Scrutineer (email: [gpscrut@bigpond.net.au](mailto:gpscrut@bigpond.net.au)) prior to the time of reporting to scrutiny.

(2) A signed Motorsport Australia Self-Scrutiny Statement of Vehicle Compliance must be submitted with the Self-Scrutiny Check List. The relevant Form will be available online with these Regulations. The Form is a writeable PDF document which is to be completed in a PDF program, saved, and submitted to the Chief Scrutineer.

(3) The above forms will be available from the event website at Rally>Rally Doc and Forms.

(4) Procedure for the above will be advised in a bulletin.

#### 502.2 Scrutiny of General Nature

Due to COVID-19 risk management protocols, procedures to be adopted at the scrutiny location will be advised in a bulletin.

(1) Pre-Event Scrutiny of vehicles will be of a general nature:

- check of vehicle make and model;
- visual check for apparent conformity of the vehicle group for which it was entered;
- the presence of mandatory safety and emergency items;
- correct placement of Organisers decals on the vehicle; (which must be placed on the vehicle prior to presentation at Pre-Event Scrutiny);
- acceptable standard of appearance of the vehicle;
- supply of power to the RallySafe unit;



## 6. ROAD ACTIVITIES

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- (2) Any vehicle not conforming with the Scrutiny or Technical Regulations, and which is not corrected, or appropriately re-classified, will be denied permission to start the event, subject to a hearing by the Stewards of the Meeting.

### Article 503: DURING-EVENT SCRUTINY

- (1) Vehicles will be checked by scrutineers on arrival at the end of each day and any direction that repairs are to be carried out will be issued by the scrutineers in writing and the required repairs must be carried out to the satisfaction of the Chief Scrutineer prior to the vehicle re-starting the next day.
- (2) Mandatory safety and emergency items will be checked at any time and if these are not present this may render the crew liable to a penalty of up to and including disqualification.

### Article 601: INSTRUCTIONS

#### 601.1 Issue of Road Books

Each crew will be provided with road books which will contain all the information needed to complete the course and will be issued as follows:

- Shakedown and Day One: issued at documentation;
- Other days: on arrival at the end of the previous Day. Details of the average speeds for each Day will be listed in a bulletin issued the previous Day after a Review Meeting to confirm the Organisers selection of the speeds.

#### 601.2 Alterations to Road Books

Any alterations to road books will be issued in bulletins, or verbally by officials at the start of a regularity section.

#### 601.3 Road Book Disclaimer

Crews are advised that the route instructions contained in the road books are not to be exclusively relied upon in estimating the degree of severity of any hazard that might be encountered, or the manner in which any section of the roadway should be driven, whether shown in the route instructions or not. Crews are advised to exercise prudence in following the route instructions.

#### 601.4 Vehicle 'Odometer Distance Check'

- (1) It is advised that distance measuring devices should read to 1/100th kilometre (ie: 0.00), to match with the instructions given in the road books.
- (2) An 'odometer distance check course' will be set in the region of Parkes for crews to calibrate distance measuring devices against the official distance used by the organisers. Details of the location of the odometer check will be advised in a bulletin and the Guide to the Event. Signs signifying the start and finish of the check course will be erected by 1000 hours on Thursday 24 March.

#### 601.5 Arrows and Tapes

Arrows and tapes will be placed around the course to assist with finding the correct course. Whilst every care will be taken by the organisers in the placement of these arrows and tapes they may be knocked over by vehicles or by strong winds, so crews should not place total reliance on them for directions.

## 6. ROAD ACTIVITIES [CONTINUED]

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### Article 602: COMPETITION TERMINOLOGY AND MEANING

#### 602.1 General Terminology

- (1) Shakedown – this will be conducted during the afternoon of Saturday 26 March and details of this activity (which will be over the COT Prologue course of 11 kilometres), together with any specific instructions will be contained in the road book. Participation in the Shakedown will provide crews with the opportunity to test their navigation/regularity equipment and skills. It is not compulsory and will NOT count towards the overall results of the event.
- (2) Day - A Day covers the event from one overnight stop to another.
- (3) Regularity Section - is a route chart in which the time taken is recorded to the second, and the time early or late at GPS waypoints established within the section for timing purposes will be penalised.
- (4) Tests - these are timed tests conducted within a regularity section.
- (5) Neutral Zone - a non-competitive zone within a regularity section to allow crews to travel through traffic or populated areas without average speeds or penalties applying.
- (6) GPS Waypoint - is where the time of passage of a vehicle in a regularity section is recorded by RallySafe.
- (7) Transport Section - is a route chart to take vehicles to and from regularity sections. A suggested travel time will be issued for each transport section but there will be no penalties applied for late or early arrival at their end and will not be part of the competition and therefore will not feature in the results.

#### 602.2 Time

- (1) Time allowed is the schedule time to complete a transport section but no penalties apply for late or early arrival. The time is provided for scheduling purposes.
- (2) Ideal Time is the time allowed between GPS waypoints in a regularity section, based on the average speed/s specified by the organisers.
- (3) Due time is the time that a crew is due to pass a GPS waypoint, having added the ideal time to the previous time at a GPS waypoint.
- (4) Elapsed time is the actual time taken between GPS waypoints.
- (5) Late time is the time when a regularity section will be closed down and is no longer available for competition. No penalties are applied for late time. The section will be closed by the passage of the Sweep vehicle.

### Article 603: START ORDER

#### 603.1 Start Order

Vehicles will start Day 1 in order of the official starting list, which will be determined by the organisers and posted on the official notice board at 1800 hours on Saturday 26 March.

#### 603.2 Subsequent Days

The start order of subsequent days will be based on the general classification up to the end of the previous day, and will be posted on the official notice board as early as possible the night before.

## 6. ROAD ACTIVITIES [CONTINUED]

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### 603.3 Start Order/Procedure into Regularity Sections

The start order/procedure into regularity sections will be in order of arrival, or as directed by the regularity section officials.

### Article 604: START OF COMPETITION / START OF SUBSEQUENT DAYS / FINISH OF DAYS / FINISH OF EVENT

#### 604.1 Start of Competition (Day 1)

The start of the competition shall be on Sunday 27 March and crews will be required to be at a pre-start staging area at a location and time to be advised in a bulletin.

#### 604.2 Start of Subsequent Days (Days 2 to 7)

The start location of subsequent days will be listed in each day's road book. The report time for each vehicle will be posted on the official notice board the prior night (in conjunction with the start order). As a bulletin will be issued each day it is the responsibility of crews, upon arrival at the start location, to collect the bulletin being issued.

#### 604.3 Finish of Days 1 to 6

The finish of each day's competition will be listed in the road books.

#### 604.4 Finish of Event (Day 7)

The finish of the event will be early afternoon on Saturday 2 April, at a time and location to be advised in a bulletin. Details will also be advised in the road book.

### Article 605: THE COURSE

#### 605.1 Organisers Rights

(1) The Clerk of Course may at any time:

- neutralise any regularity section;
- reset average speeds at any part of the course;
- re-form or re-group the field in regard to starting order;
- re-schedule any part of the course;
- terminate the event.

(2) If the event is terminated when partly run, placings will be determined up to the time control immediately preceding the termination. Awards will be made to those crews who completed the course in accordance with this determination.

#### 605.2 Reconnaissance or Practising

Any kind of reconnaissance or practising on the course, including the Shakedown, is forbidden. Contravention of this regulation may lead to a penalty of up to and including disqualification.

#### 605.3 Detours, Road Closed Signs

Unless specifically directed otherwise, all 'detour', 'road closed' or similar signs erected by civil authorities must be observed and the correct route re-joined at the first opportunity, unless the road book or other document/s issued by the Organisers specifically advises that such signs are to be ignored.

#### 605.4 Gates

Any gates in regularity sections will be open for the competition.

## 6. ROAD ACTIVITIES [CONTINUED]

Picture 1: Hazard Warnings



### 605.5 Hazards Warnings (Picture 1)

Wherever the word 'caution' is used in an instruction in the road book, its degree shall be indicated by the use of exclamation marks:

- one exclamation mark (!) indicates a hazard where no significant reduction in speed is required but where difficulty might be encountered if crews were unaware of the hazard. It is not necessary to use the instruction 'caution' with this indication;
- two exclamation marks (!! ) indicate a situation where damage to a vehicle or crew could result from negotiating the hazard at speed. This indication shall be used in conjunction with the instruction 'caution';
- three exclamation marks (!!!) indicates a severe hazard which cannot be negotiated without a significant reduction in speed. This indication shall be used in conjunction with the instruction 'extreme caution';
- Hazard warning boards (!! or !!!) are placed 50 metres to 200 metres before a hazard (distance depending on the speed of the approach) and an 'X' board placed at the location of the hazard itself.



## 6. ROAD ACTIVITIES [CONTINUED]

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### 605.3 Exceeding Speed Limit on Regularity Sections

The permitted maximum speed limit on regularity sections shall be 100km/h, as measured by the RallySafe unit. Exceeding this limit of 100km/h will incur the following penalties:

- 101 to 105: 10 points per km/h;
- 106 to 110: 50 points per km/h;
- Over 110 and up to 115: 100 points per km/h over 110 – and a warning by the Clerk of Course for two occasions for the event;
- Over 110 and up to 115: On the third occasion for the event shall be disqualification;
- Over 115: Disqualification.

### Article 606: TIMING

#### 606.1 Time of the Day

The time of the day shall be Australian Eastern Daylight Time (AEDT).

#### 606.2 RallySafe Equipment as Timing System

RallySafe equipment will be used as the timing system and timing on regularity sections will be to the second.

#### 606.3 Regularity Sections (refer to Attachment A)

(1) A regularity section will comprise one or more tests, which will be either constant average speed or overall average speed tests.

- The regularity section start GPS waypoint will be listed in the road book and marked on the ground; intermediary GPS waypoints will not be listed in the road book nor marked on the ground; the end of the regularity section will

be marked on the ground and noted in the road book.

- A bulletin will be issued each day (from Day 1) on the Official Notice Board (aiming by 1800 hours) listing the details of the tests for the next Day;
- **Constant average speed** tests are where drivers are required to keep to a constant average speed/s throughout the test.
- **Overall average speed** tests are where drivers are required to drive to achieve a specified average speed between the start and finish GPS waypoints.
- On average speed tests, except where required by road conditions or other extenuating circumstances that may occur, a crew will be penalised one point per second when the vehicle is below 30 km/h over the last one (1) kilometre of the section, as recorded by RallySafe.

(2) No average speed issued by the organisers shall exceed 80km/h.

(3) The maximum speed permitted is 100km/h (refer to Article 605.6).

(4) No GPS waypoint will be located along the course closer than one (1) kilometre to the start of the regularity section nor within one (1) kilometre of where a change of speed or test type is nominated.

(5) Penalties shall be applied at the rate of one point per second quicker or slower than the ideal time at each GPS waypoint.

(6) The penalty for not attempting or not completing a regularity section shall be 600 points.

(7) The regularity sections will close with the passage of the sweep vehicle.

## 6. ROAD ACTIVITIES [CONTINUED]

(8) Any reports by crew members of baulking or interference affecting their performance during a regularity section must be lodged with the Clerk of Course within one hour of arrival at the end of the day.

### 606.4 Dropping Worst Regularity Section

The worst performed Section by a competitor will be dropped as follows:

- for the four days (ie: Sunday to Wednesday inclusive) when Partial Provision Results are issued, and
- for the three days (ie: Thursday to Saturday inclusive) when Final Provisional Results are issued.

### 606.5 Maximum Lateness

Although times will be allocated to transport sections in the road book for scheduling purposes there will be no penalty for being early or late. The late time limit will be the passage of the Sweep car.

### Article 607: PENALTIES

(1) Penalties will be expressed in points and will be applied as follows:

- each second early or late at a GPS waypoint – 1 point per second;
- each second under 30km/h for the last one (1) kilometre in an overall average speed section – 10 point per second;
- missing a regularity section – 600 points

(2) The maximum penalty that can be lost on a regularity section is 600 points.

### Article 608: PROCEDURES FOR REGULARITY SECTIONS

#### 608.1 Control Identification Boards



##### (1) Start Regularity

- will be indicated by a 'Start Regularity' sign. On sections shared with rally stages this will be at the stage start line, which will have a red furlled flag rally board.



##### (2) End Regularity

- will have a 'End Regularity' sign. On shared sections this will be at the stage flying finish, which is indicated by red chequered flag boards.



##### (3) Stop Point

- will have a 'Regularity STOP': board. On shared sections this will be at the stage stop point, which is marked by a red STOP board.

## 6. ROAD ACTIVITIES [CONTINUED]



### (4) Start and End Neutral Zone

- these will be marked by a 'Start Neutral Zone' and 'End Neutral Zone' sign respectively. There are no Neutral zones on special stages shared with the rally competition.



### (5) Manned Passage Control on a Special Stage

- some sections shared with the rally competition may have manned Passage Controls for safety reasons. These will be marked by a large red P board and then a STOP board. They will be mentioned in the road book.

## 608.2 Control Procedures

### (1) Start of a Day

Competitors will start the day in the order advised in a bulletin. The bulletin will include information about report time, start location and any special procedures.

### (2) Start of a Regularity Section

The start order into a regularity section will be in order of arrival, or as directed by the official. The Regularity section official will assign each car a start time using RallySafe and will note it on the control card. Competitors will see the time appear on their RallySafe unit and should note that due start time on their road card and then:

- are to move the car to the start line, indicated

by the 'Start Regularity' sign; and

- will start the section at their assigned start time, using RallySafe to monitor the time remaining ('countdown') and manage their departure.

### (3) End of a Regularity Section

There will NOT be an official at the end of a Regularity section. The procedure will be:

- Competition finishes at the 'End Regularity' point indicated in the road book and marked on the ground by an 'End Regularity' sign;
- Competitors will slow down and come to a stop at the Regularity stop point. This is also indicated in the road book and marked on the ground by a 'Regularity STOP' sign;
- The road book will indicate the next transport section and where instructions can be found. Competitors will turn to the transport page and start the transport section when they are ready.

### (4) End of a Day

At the end of the day the officials will note the competitor's time of arrival and issue the road book and any associated paperwork for the next day's competition.

### (5) Regularity Start Controls and Late Time – Opening and Closing of Sections

The opening and closing time of Regularity start controls will be detailed in the day's schedule, which will be included in the road book:

- Opening and closing times are calculated using the "schedule times" for each transport and regularity section. The closing time will be the schedule time for the last car to start the day's competition, plus a 30 minute late time allowance;

## 6. ROAD ACTIVITIES [CONTINUED]

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- A start control will close with the passage of the sweep car - when ALL competitors have started, or have been accounted for, or the scheduled close time – whichever is earlier;
- Competitors should keep track of their late time using their road card issued by the organisers at the start of each day.

### 608.3 Starting Gap

The starting gap between vehicles will vary between one and two minutes and the gap will be advised in the road book.

### 608.4 Travelling in Opposite Direction

Crews are forbidden to drive in the opposite direction of travel to that specified on a regularity section when conducted on a closed special stage, and shall be subject to penalties of up to and including disqualification if reports are received by the Clerk of Course.

### 608.5 Assistance in a Regularity Section

Assistance of one competing crew to another is permitted at any time; assistance by service crews is forbidden on a regularity closed special stage until after the passage of the sweep vehicle.

### 608.6 Interruption to Regularity Section

When a regularity section has been interrupted either temporarily or permanently for any reason whatsoever before the last crew has covered it, a classification for the section may be established by the Clerk of Course by allocating to each crew whose time in the regularity section is affected because of the interruption, a time commensurate with their average position in the field based on the remaining sections of the Day; if this is not possible the section will be cancelled for results purposes.

### 608.7 Overtaking

- (1) Signal to overtake - a crew intending to overtake another moving car must press the relevant button on the RallySafe unit. The crew to be overtaken will receive a message that another crew wishes to overtake and must then allow this crew to pass at the first safe opportunity. In the event of a RallySafe unit failing the signal for requesting the right to overtake will be the sounding of the horn and/or the flashing of the vehicle's headlamps.
- (2) Overtaking vehicle has right of way - the overtaking vehicle has absolute right of way. Should a crew indicate a desire to overtake, the overtaken crew must allow the overtaking vehicle to pass as soon as it is safe to do so and, if necessary, slowing substantially, or even stopping.
- (3) Reporting of failure to allow overtaking - should a crew about to be overtaken not permit an overtaking vehicle to pass within a reasonable period of time, the vehicle about to be overtaken may be reported to the Clerk of Course. The offender will be cautioned by the Clerk of Course. Such a report must be lodged in writing within one hour of the claimant's actual time of booking in at the final control at the end of the relevant day. Failure to lodge the report within this time may result in the report being rejected.
- (4) Transmission of send/receive of overtaking messages are logged in RallySafe units in both vehicles. These will be available to the Clerk of Course and to the Stewards of the Meeting in consideration of any penalty for failure to allow a vehicle to overtake.
- (5) Three reports may lead to a penalty - three reports received during the event by the Clerk of Course on the failure of a crew to permit overtaking within a reasonable time may lead to the crew involved being subjected to a penalty of up to and including disqualification.

## 6. ROAD ACTIVITIES (CONTINUED)

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### 608.6 Towing/Pushing

- (1) If a vehicle cannot be restarted by its starter motor once it is at a start line, it may be push-started.
- (2) Competing vehicles may be towed by another competing vehicle in a regularity section and out of it. If a vehicle is towed into a finish control the towed crew will be penalised 600 points (deemed to have missed the section).

### 608.9 Stopping in a Rally Special Stage

On a number of days Regularity will pass through some of the Rally Shire special stages prior to the passage of the Rally cars. If a Regularity car stops in a special stage and cannot restart prior to the passage of the Rally competitors the car must remain stationary, well clear of the road, until the passage of the Rally Sweep vehicle.

## Article 609: TRAFFIC REGULATIONS OFFENCES

### 609.1 Judges of Fact

The organisers will appoint Judges of Fact (refer to Article 112) to observe competing and service vehicle drivers and report to the Clerk of Course on speeding, excessive noise and 'irresponsible' driving, and penalties may be imposed for breaches of road traffic regulations. Such penalties, applied by the Stewards, may be up to and including disqualification.

### 609.2 Speeding on Transport Sections

- (1) Drivers must observe the applicable legal speed limits and any driver who fails to comply with the limits, including those posted for roadworks, and is reported to the Clerk of Course, may be subject to penalties as outlined in the National Rally Code:

- for offences up to 30 km/h above the relevant limit:
  - first offence: \$200 fine;
  - second offence: 100 points penalty;
  - third offence: disqualification.
- for offences greater than 30 km/h above the relevant speed limit:
  - first offence: \$200 fine + 150pts penalty;
  - second offence: disqualification.

(2) The number of offences means the number detected, irrespective of speed.

(3) The offending driver may be subject to any further penalty administered by the New South Wales Police.

### 609.3 Infringement of traffic laws other than speeding

Drivers infringing traffic laws other than speeding will be subject to penalties administered by the New South Wales Police. However, if an infringement reported to the Clerk of Course is one that may bring the sport into disrepute, such infringement may result in a penalty of up to and including disqualification.

## Article 610: ACCIDENTS

### 610.1 Crews to Report Accidents

Crews are required to report any accident involving a member of the public, injury to a crew member, official or spectator, and any damage to vehicles or private/public property. Such reports are to be made in writing and lodged at the event headquarters no later than two hours after the involved crews' actual time of booking in at the end of the day in which the incident occurred. Reports are required from all crews involved, including those who stopped to assist.

## 6. ROAD ACTIVITIES [CONTINUED]

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### 610.2 Accident Advisory Signs and Safety Triangles

Accident advisory signs (refer to Article 302.15) and safety triangles (refer to Article 302.4) are to be carried in the vehicle at all times.

### 610.3 Procedure to Be Followed By Crews at an Accident/Incident

*RallySafe Unit - Crew members must familiarise themselves with the use of the RallySafe unit by reference to the "Quick Reference Manual" which is available at the RallySafe website via the event's website.*

At an accident/incident the RallySafe unit is to be operated as per the RallySafe manual, and the following actions taken by crews:

#### Scenario 1:

#### **No Assistance Is Required - Vehicle Off The Road And Is Not A Hazard**

#### **RallySafe Procedure:**

*Should a crew have a problem and stop on a regularity section (mechanical or emergency) the unit screen will change to show a "HAZARD". If the vehicle is stopped for any reason and the crew is OK but the vehicle is NOT in a safe location, do not press any buttons, the unit will continue to transmit the "Hazard" message. If the vehicle is in a safe location and the crew is leaving the vehicle to show the "OK" board, press the "OK" button prior to exiting the vehicle. If continuing, when safe to do so, resume competition speed and screen will automatically revert back to "On Stage".*

#### **Action by Crews:**

If the vehicle is stopped for any reason (including breakdown) the crew of the vehicle involved in the incident is to:

- put out the safety triangles at approximately 100m and 50m prior to the vehicle (if only one triangle put at 100m);
- display the OK sign to following vehicles; if the vehicle is well off the road place the OK sign on a fence, tree, etc near the roadway so it is easily seen by oncoming crews;
- following crews are NOT REQUIRED TO STOP;
- the first two crews past the incident location are to report OK to the stop point Officials.



## 6. ROAD ACTIVITIES [CONTINUED]

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### Scenario 2:

#### Medical Assistance Is Required – And / Or Vehicle Stopped And Is A Serious Hazard

##### RallySafe Procedure:

If IMMEDIATE medical aid is required the crew is to press the "SOS" button, then continue with the procedure below.

The following three vehicles are to stop and revert to 'HAZARD', as described in Scenario 1 above. If IMMEDIATE medical aid is required press the "SOS" button (to advise Rally Control that the original SOS is not just an incorrect button push), then continue with the procedure below

##### Action by Crews:

- the stopped vehicle crew is to put out the safety triangles at approximately 100m and 50m prior to the vehicle (if only one triangle put at 100m);
- the stopped vehicle crew is to display the SOS sign to oncoming crews;
  - the first three crews are to stop;
- the FIRST crew is to stay at the incident until the MIV arrives and the crew gives the 'all clear' to leave; a crew member is to immediately contact the Organisers if possible – contact details will be included in the front of the road book;
- the next TWO crews are to stop and note the vehicle competition number, make and colour and quickly ascertain the seriousness of the situation and then immediately proceed through the section to the stop point and report the details to the officials;
- the following crews must observe the requirement of slowing down past the incident but may continue without stopping at the scene of the incident.

### Scenario 3:

#### Vehicle Stopped, No Signs On Display, Serious Incident Assumed

##### RallySafe Procedure:

The following three vehicles are to stop and revert to 'HAZARD', as described above in Scenario 1.

If IMMEDIATE medical aid is required press your "SOS" button, then continue with the procedure below.

##### Action by Crews:

- the first crew is to stop and put out safety triangles at approximately 100m and 50m prior to the vehicle (if only one triangle put at 100m);
- the next two crews are to display the SOS sign to oncoming crews;
- the first three crews are to stop:
  - the FIRST crew is to stay at the incident until the MIV arrives and the crew gives the 'all clear' to leave; a crew member is to immediately contact the Organisers if possible – contact details will be included in the front of the road book;
  - the next TWO crews are to stop and note the vehicle competition number, make and colour and quickly ascertain the seriousness of the situation and then immediately proceed through the section to the stop point and report the details to the officials; the following crews must observe the requirement of slowing down past the accident but may continue without stopping at the scene of the incident;

## 6. ROAD ACTIVITIES (CONTINUED)

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### 610.4 Failure to Observe Regulations at an Accident

Any crew which fails to observe the above procedure, either by not placing out triangles and not showing the OK/SOS board where physically possible to do so, or not stopping where required to do so, may be liable to a penalty of up to and including disqualification.

### Article 611: REFUND OF COMPASSIONATE TIME

#### 611.1 Approval of Refund of Time

Any claim of refund of compassionate time for stopping to render assistance at an accident must be lodged with the Clerk of Course for decision. Any crew who has an accident causing another vehicle to stop to assist will not, under any circumstances, benefit from this situation. Where a crew is prevented from competing on one or more regularity sections due to assisting with an emergency on a previous section, the Clerk of Course may allocate a time for the missed section/s (refer to Article 611.4 of these regulations).

**ADVICE:** *There often is confusion with regard to the compassionate time allowance regulation. This regulation allows only for time remittance to be considered if a crew stops to assist at an accident where an injury has, or is likely to have occurred. There is no automatic provision for remittance of time for stopping to provide assistance of any other kind, nor for any instances of being held up by dust resulting from the passage of another vehicle, failure of a vehicle to allow overtaking, et al, but each matter will be considered on its merits by the Clerk of Course.*

### 611.2 Claims by Crews of Following Three Vehicles

All claims by the crews of the three vehicles following a vehicle which has been involved in an accident for a refund of time on compassionate grounds should be lodged in writing with the Clerk of Course within one hour after arrival at the end of the relevant day. Failure to lodge the report within this time may result in the report being rejected.

### 611.3 Further Claims by Crews

Notwithstanding the above allowing claims by the following three crews, claims by other crews for the same accident may be considered by the Clerk of the Course.

### 611.4 Derived Times

When granting claims for the refund of compassion time, the Clerk of Course may attribute the crew/s involved a time derived using available data from relative performances on other regularity sections. Refer to SR608.4.

## 7. OFFENCES, BREACHES AND PENALTIES

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If there is any discrepancy between the following text and the text in the main body of the regulations, the latter shall be considered correct.

Penalties for offences and breaches of these regulations will be applied as follows. If a crew or crew member creates an offence against these regulations whilst following the specific instructions of an official of the event, the Clerk of Course, and where appropriate the Stewards, may decide not to apply the listed penalty.

If the Clerk of Course refers a matter for the ruling of the Stewards, or upon the results of a deliberation of the Stewards on a protest, then the competitor and organiser has the right to lodge an appeal against the decision of the Stewards to a Motorsport Australia Appeal Tribunal, which will not hear the appeal until well after the conclusion of the event.

### Article 701: VEHICLE NOT BE PERMITTED TO START THE EVENT / A DAY

A vehicle may not be permitted to start the event, or a day, for the following reasons:

113	Alcohol/drugs – crew member with positive reading
502.2 (2)	Failure to present vehicle at scrutiny within latest time specified (ie: 1000 hours Saturday 26 March)
503	Repairs must be carried out before starting a day

## 7. OFFENCES, BREACHES AND PENALTIES (CONTINUED)

### Article 702: TIME PENALTIES TO BE APPLIED BY THE Clerk of Course

ARTICLE	DESCRIPTION OF OFFENCE	PENALTY
603.3 (5) / 607	Exceeding 30km/h within 1km of end of a regularity section	10 points/ sec under 30km/h
605.6	Exceeding speed limit in regularity section 101 to 105km/h	10 points per km/h
605.6	Exceeding speed limit in regularity section 106 to 110km/h	50 points per km/h
605.6	Exceeding speed limit in regularity section 111 to 115km/h	100 points per km/h
605.6	Exceeding speed limit in regularity section 111 to 115km/h	Warning (on two occasions)
605.6	Exceeding 110km/h for third time in regularity section	Disqualification
605.6	Exceeding 115km/h in regularity section	Disqualification
606.3 (6) / 607	Penalty time on regularity section – early or late	1 point /sec variation
606.4 / 607	Missing or failing to complete a regularity section	600 points
608.6 (2)	Vehicle towed into control at end of regularity section	600 points
609.2 (2)	Speeding on transport section: up to 30km/h – second offence	100 points
609.2 (2)	Speeding on transport section: up to 30km/h – third offence	disqualification
609.2 (2)	Speeding on transport section: over 30km/h – first offence	150 points
609.2 (2)	Speeding on transport section: over 30km/h – second offence	disqualification

### Article 703: FINANCIAL PENALTIES TO BE APPLIED BY THE Clerk of Course

Fines are payable to Motorsport Australia.

ARTICLE	DESCRIPTION OF OFFENCE	PENALTY
609.2 (2)	Speeding on transport section: up to 30km/h – first offence	\$200
609.2 (2)	Speeding on transport section: over 30km/h – first offence	\$200

## 7. OFFENCES, BREACHES AND PENALTIES (CONTINUED)

### Article 704: PENALTIES TO BE APPLIED BY THE STEWARDS OF THE MEETING

Crew members found to have committed any of the following offences shall be liable to penalties of up to and including disqualification by the Stewards of the Meeting following a hearing:

112.2 (2)	Crew not completing prescribed route
113 (2)	CATO reporting alcohol policy breach
114	Crew member/s breaching acceptable behaviour
115	Crew member incorrect, fraudulent or unsporting behavior
202.4 (1)	Failure to obey an instruction of an Official
303.3 (5)	Misuse of RallySafe equipment
503	Crew not carrying emergency equipment item in vehicle
605.2	Crew member carrying out reconnaissance or practising over course
605.6	Exceeding speed limit of regularity section
606.5	Arriving too fast at stop point
608.2	Travelling in wrong direction on a regularity section
608.5	Failure to allow overtaking on three occasions
609.1	Irresponsible driving
609.2	Speeding on transport sections
609.3	Infringement of traffic laws other than speeding

## 8. SCORES/RESULTS

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### Article 801: CLASSIFICATIONS

#### 801.1 Compiling results

The organisers reserve the right to take into account all official documents, reports by any person, RallySafe data, and any film (or similar vision) when compiling results.

#### 801.2 Expression of penalties

Penalties shall be expressed in terms of accumulated penalty points, and where appropriate, the number of regularity sections missed.

#### 801.3 The Winners

The crew listed first in the General Classification for any award will be the winner, the second listed crew will be second, the third listed crew will be third, and so on.

#### 801.4 Placing tie or dead heat

In the event of a tie for a placing the tie will stand.

### Article 802: PROGRESSIVE SCORES

- 1) During the conduct of the event progressive scores will be posted whenever possible on the official notice board at the end of the day, located at the event headquarters, and on the website. These progressive scores will be posted for the interest of crews and for their comment to the organisers as regards their accuracy. These scores will be based on the information available at the time of publication, and crews need to be aware that they may change.
- (2) Progressive scores may not include penalties incurred after the vehicle has arrived at the end of the day (eg: penalties applied at a Stewards hearing).

- (3) No protest can be lodged against progressive scores.

### Article 803: PARTIAL PROVISIONAL/FINAL RESULTS

- (1) Partial provisional results for Days 1 to 4 will be posted at the event headquarters and on the website on Wednesday 30 March at 1800 hours. Any protest relating to the due and proper compilation, assessment or publication of these results must be lodged within one hour of their placement on the official notice board. If there are no protests, or once protests are resolved, these become Official Final Results and no further protest can be lodged against them.

*Note: no protest can be lodged against the results for Days 1 to 4 at the end of the event on Saturday 2 April.*

- (2) Partial provisional results for Days 5 to 7 will be posted at the event headquarters and on the website on Saturday 2 April at 1600 hours. Any protest relating to the due and proper compilation, assessment or publication of these results must be lodged within one hour of their placement on the official notice board. If there are no protests, or once protests are resolved, these become Official Final Results and no further protest can be lodged against them.



## 9. AWARDS

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### Article 901: UNCONDITIONAL AWARDS

Awards will be presented to:

- First, second and third outright;
- First Category 1 Vintage Cars;
- First Category 2 Classic Cars;
- First Category 3 Post-Classic Cars.

### Article 902: PRESENTATION FUNCTION

(1) The presentation of awards will be made at the COT Gala Presentation in Bathurst, to be held as follows::

**Saturday 2 April**  
**1830 to 2230 hours**  
**Mount Panorama Pit Complex Windradyn Room**

(2) Entry will be by ticket, available from the organisers which (if applicable) must be ordered no later than 1900 hours Tuesday 29 March. Tickets for crew members and others tickets paid for will be issued at documentation.

(3) A limit on the number of attendees may be applied by the venue management due to COVID regulations. In this case competitors and officials will be admitted but there may be restrictions on service crews and others. Should such a restriction be applied details will be advised in a bulletin.



## ATTACHMENT 'A'

### REGULARITY SECTIONS

refer to Article 606.3

A regularity rally, also called 'time-speed-distance rally' (or TSD rally), has the object of driving a specified course at a specified average speed. The aim is not to be the fastest but rather to stay on the prescribed time across all GPS waypoints. Each crew is given a route schedule in the road book and this schedule contains information that the navigator uses to try to keep to the specified route and to the designated speeds.

The vehicles are to start each regularity section at least at one minute interval and to cover the route outlined in the road book. Crews who complete a timed section in a shorter or longer time than the Ideal Time (ie: covering the distance at the average speed/s specified by the organisers) will receive penalty points at the rate of one point per second variation. The winner is the crew who received the least penalty points overall, and misses the least number of regularity sections.

Note that seconds are rounded down/up (eg: 3 min 45.4 sec = 3 min 45; 3 min 45.5 sec = 3 min 46 sec).

There will be different types of average speed:

#### 1: CONSTANT AVERAGE SPEED (CAS) (ALSO KNOWN AS MAINTAINED AVERAGE SPEED)






Constant average speed/s tests are where drivers are required to keep to a constant average speed/s as stated in the road book. The average speed/s achieved for a specified distance/s, will be converted to the ideal time between each GPS waypoint (eg: 63 km/h for a distance of 2.45 km is 2.33 min = 2 min 19 sec ideal time). Timing is between each timing checkpoint, which will be located secretly (that is, their location is unknown to the crew – other than the regularity section start GPS waypoint (which will be marked on the ground), intermediary will not be provided in the road book nor marked on the ground. The end of the regularity section will be noted in the road book and marked on the ground, although it may not be a timing point.

##### a) One speed specified for the section

Example of a Constant Average Speed through a 16.65km section travelling at one constant speed.

*This test is to travel through the regularity section at a constant average speed of 67 km/h. In this example the secret checkpoints (CP) where RallySafe will record the time of passage are at CPA at 3.45 km, CPB at 8.93 km and CPC at 15.38 km. There is no timing at the END (at 16.65 km).*

*Ideal times at each of these CPs (time taken from one to the other) are 3 min 5 sec, 5 min 48 sec and 6 min 45 sec – any variation is penalised at one point per second.*

		3.45km		5.48km		6.45km		1.27km	
	START		CPA		CPB		CPC		END
67		CPA	3.45	3.45	3:05	2:58	-7	7	
			CPB	8.93	5.48	4:55	5:01	6	6
			CPC	15.38	6.45	5:47	5:47	0	0
			End	16.65	1.27				
			<b>Total</b>		<b>16.65</b>				<b>13</b>






**b) More than one average speed test specified for the section**

Example of Three Constant Average Speed Within a 16.65km Regularity Section travelling at various constant speeds

This test is to travel through the regularity section at changing constant average speeds of 67 km/h for the first 3.45 km, then at 71 km/h for 5.48 km and finally 75 km/h for the last 6.45 km - these instructions will be given in the road book.

In this example the secret checkpoints (CP) where the RallySafe will record time of passage are at CPA at 3.45 km, CPB at 8.93 km and CPC at 15.38 km. There is no timing at the END (at 16.65 km).

Ideal times at each of these CPs (time taken from one to the other) are 3 min 5 sec, 4 min 38 sec and 5 min 10 sec – any variation is penalised at one point per second.

	3.45km		5.48km		6.45km		1.27km	
START		CPA		CPB		CPC		END

67	CPA	3.45	3.45	3:05	3:06	-1	1
71	CPB	8.93	5.48	4:38	4:45	7	7
75	CPC	15.38	6.45	5:10	5:03	-7	7
	End	16.65	1.27				
	Total		16.65				13

**2. OVERALL AVERAGE SPEED (OAS)**



Overall average speed tests are where drivers are required to drive to achieve a specified average speed between the start and finish GPS waypoints. Intermediary GPS waypoints will not be used in these tests. On these overall average speed tests a crew will be penalised one point per second when the vehicle is below 30 km/h in the last four kilometres of the specified course. The speed of the vehicle will be monitored by the RallySafe equipment.

**a) One speed specified for the section**

Example of an Overall Average Speed through a 16.65 km section

This test is to travel through the regularity section and arrive at the finish at the due time calculated by using the total section distance and the average speed specified in the road book. The overall distance is 16.65 km and the specified overall average speed is 78 km/h.

In this example the time from start to finish is 12 min 49 sec - any variation is penalised at one point per second.

	16.65km	
START		END

78	End	16.65	12:49	12:59	++10	10
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**b) More than one average speed test specified for the section**

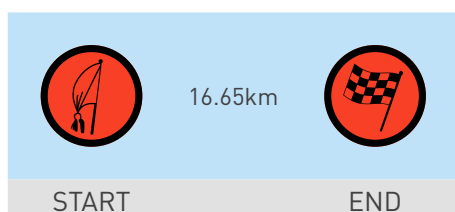
A variation is the organisers specifying more than one overall average speed, due to varying road or terrain conditions requiring a slower speed or allowing a higher speed, or the sheer devious mind of the course setter!

Example of a number of three Overall Average Speed tests through a 16.65km Regularity Section

*This test is to travel through the regularity section and arrive at the finish at the due time calculated by using the total section distance and the average speeds specified in the road book.*

*The overall distance is 16.65 km and the specified average speeds are: the first 3.65 km at 78 km/h, then the next 6.71 km at 64 km/h and the remaining distance (6.29 km) at 71 km/h.*

*In this example the time to take from start to finish is 14 min 24 sec - any variation at the finish is penalised at one point per second.*



78	3.65	3.65	2:48	2:53	+5	5
64	6.71	10.36	6:17	6:10	-7	7
71	6.29	16.55	5:19	5:27	+8	8
	End		14:24			20

## REGULARITY – CALCULATING THE IDEAL TIME

Any device /system can be used to assist in determining the end result for a regularity section, examples are:

- using a stopwatch and a time-distance chart together with a distance measuring device (eg: car odometer, or other instrument fitted to the dashboard);
- a smart phone with a Chronomaster app;
- a GPS;
- a computer;
- the RallySafe unit.

### Constant Average Speed (CAS)

The simplest method is by using a stopwatch and a distance measuring device and following a **time-distance chart provided by the organisers in the road book, for example:**

At the start of the test

- reset the distance measuring device to zero (0.00);
- start the stopwatch when start into section;
- follow the time-distance chart (see below), calling out each minute, to the driver that he/she is in advance (or behind) the distance required to maintain the speed. Example for a speed of 73 km/h shows that after 30 seconds the car should be at 0.61 km; after 2 minutes it should be at 2.43

AVERAGE SPEED TABLES								
AvSp	64		67		71		75	
Dist	1.0667		1.167		1.1833		1.25	
MIN	DIST	COMP USE	DIST	COMP USE	DIST	COMP USE	DIST	COMP USE
0	0.00		0.00		0.00		0.00	
1	1.07		1.12		1.18		1.25	
2	2.13		2.23		2.37		2.50	
3	3.20		3.35		3.55		3.75	
4	4.27		4.47		4.73		5.00	
5	5.33		5.58		5.92		6.25	
6	6.40		6.70		7.10		7.50	
7	7.47		7.82		8.28		8.75	
8	8.53		8.93		9.47		10.00	
9	9.60		10.05		10.65		11.25	
10	10.67		11.17		11.83		12.50	
11	11.73		12.28		13.02		13.75	
12	12.80		13.40		14.20		15.00	

### Constant Average Speed (CAS)

Probably the easiest way to carry out the OAS is to calculate the times for each of the speeds specified and add these together to the total Ideal Time to arrive at the finish. There is no requirement with OAS to 'maintain' an average speed throughout the test. However, remember crews are not permitted to drive to within a short distance from the regularity section finish and stop, or slow down perceptively to roll into the end control right on time. To prevent drivers from doing this a penalty of ten (10) points per second will be applied when the vehicle is below 30 km/h, as monitored by the RallySafe equipment, for the last one (1) kilometres - unless a lower speed is specified in the road book.