

Condobolin Sports Promotion Inc.
presents



CONDO 750

Cross Country Rally
31 March to 2 April 2017

SUPPLEMENTARY REGULATIONS

Automobiles: 4WD – 2WD – Buggies – Superlite



CONDO 750 Sponsors



Lachlan Shire
Your Ultimate Bush Experience



Finance &
Insurance



JN Straney & Son
Real Estate & Stock & Station Agents
"Locals Looking After Locals"

A: ADMINISTRATION

A1: PROGRAM – 2017

Date	Time	Description
1 February		Entries open
17 March	18:00	Entries close
31 March	17:00 – 22:00	Documentation (Condobolin show ground)
	17:00 – 22:00	Scrutineering (Condobolin show ground)
1 April	06:30	Compulsory briefing (competitors and crews)
	06:45	Auto & Moto start times and start order advice
	08:00	Leg 1 start (Condobolin show ground)
	15:30	Leg 1 finish
	18:00	Leg 2 route instructions issued (Headquarters)
	19:00	Leg 2 start order posted (Headquarters)
2 April	07:30	Leg 2 start (Condobolin show ground)
	15:00 – 19:00	Leg 2 Finish
	19:00	Presentation dinner and awards Condobolin Showground

A2: TITLE AND NATURE

The event shall be known as the **2017 CONDO 750** hereinafter referred to as the Event, which shall be based at Condobolin NSW and conducted over 31 March to 2 April 2017. It is a Multi-club Cross Country Rally, which will be approximately 750 kilometres in length, conducted over a variety of terrains on private and public roads, and tracks.

A3: AUTHORITY AND JURISDICTION

The Event shall be conducted in accordance with the FIA International Sporting Code including Appendices (FIA), the National Competition Rules (NCRs) of the Confederation of Australian Motor Sport Ltd (CAMS) as published in the CAMS Manual of Motor Sport (CAMS Manual), the Cross Country Rally Standing Regulations, the Cross Country Rally Technical Regulations, these Supplementary Regulations, and any further Regulations and Bulletins which may be issued. These Regulations are issued subject to any provisions that may be made mandatory for the conduct of the Event by the relevant authorities, between the date of issue of these Regulations and the conduct of the Event. The 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.

The Event shall be conducted under Organising Permit No. 217/0204/02 issued by CAMS.

A4: PROMOTER

The Event shall be promoted by Condobolin Sports Promotion Inc. - ABN 42 507 328 674.

A5: ORGANISERS

The Organising Committee hereinafter referred to as the Organisers, appointed by members, shall be:

Susan Broad, Anton Jacobson, Adriana Pangas, Bruce Broad, Graeme Taylor, Geoff Smith and Linda Walker.

A6: OFFICIALS OF THE EVENT

Key Officials:

Chairman: Susan Broad
Clerk of the Course: Graeme Taylor
Club Secretary: Adriana Pangas
Event Secretary Linda Walker
Chief Scrutineer: Graham Humphreys
Chief Paramedic: Ben Cant
Results Officer: Linda Walker
Condobolin Area Coordinator:..... Anton Jacobson
Road Crew Coordinator: Roy Reid

CAMS Officials:

Stewards:..... Dennis Willis
..... Judyth Humphreys
..... Robert O'Toole

Course Checker: Robert Porter

A7: ORGANISER CONTACT DETAILS

Condobolin Sports Promotion Inc.
PO Box 173
CONDOBOLIN NSW 2877

E-mail: info@condo750.com.au

Rally Office: open from 29 March 2017 – phone 0428 234 350 Adriana

A8: AMENDMENTS TO THE REGULATIONS

The official notice board will be located at the Event Headquarters established at the Condobolin Showground. Any information or bulletins issued during the Event will be posted on the official notice board located outside the office. It is each crew's responsibility to check the board for information.

A9: PROTESTS

Protests, if any, must be lodged in accordance with the provisions of Part XII of the NCRs.

A10: 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.

A11: TRAFFIC REGULATIONS

Throughout the entire Event, competing crews and their service crews must strictly observe all relevant traffic laws. Any crew that does not comply with these traffic laws will be subject to the penalties set out below:

- 1st infringement: a penalty of \$100
- 2nd infringement: a one hour time penalty

- 3rd infringement: exclusion

Competitors and crews are reminded that they may be held responsible for the actions of their service crews.

A12: JUDGE OF FACT

Any person appointed as an official of the Event shall be a judge of fact in respect of the following items:

- time of arrival, departure from and direction of entering or leaving a control;
- departure from the specified course
- failure to close a gate when required
- consumption of alcohol
- failure to wear a safety helmet or seat belt when required
- willful damage to, or interference with property, littering
- failure by a service crew to respect service crew restrictions

B: CREWS

B1: ELIGIBILITY OF COMPETING CREW

Any person who has attained the age of 16 years may compete in the Event. Only holders of a civil drivers licence may drive in the Event. The crew in each vehicle must number at least two (driver and co-driver) and not more than three persons, restricted at all times to the maximum designed seating capacity of the vehicle. All competitors and competing crew must be in possession of a current and valid competition license issued by CAMS.

An Off Road licence is not acceptable. A CAMS Clubman Rally Licence is a minimum requirement for drivers and co-drivers.

Each competitor and member of the crew must be a current member of a CAMS affiliated club. Membership is available from Condobolin Sports Promotions Inc.

B2: COMPETITOR, COMPETING CREWS AND SERVICE CREW BRIEFING

A briefing will be conducted at the Condobolin Showgrounds at 6:00am on 1 April 2017. It is **compulsory** for all competing crews and key members of their service crew to attend, and each person **must** sign an attendance form. A penalty of \$100.00 will be levied against any person that is not in attendance and this will be payable prior to the vehicle being permitted to start the Event.

NOTE: Non-attendees **MUST** arrange a briefing with the Clerk of the Course.

C: ENTRIES

C1: ENTRIES

Entries open on publication of the supplementary regulations and close at 18:00 on 17 March 2017.

Entries are to be made on the official Entry Form which must be signed by the competitor and forwarded, with the requisite entry fee, to:

susanbroad2@bigpond.com.au

Only the *bona fide* legal owner of an automobile shall be entitled to enter the automobile in any competition unless the competitor at the time of entry produces the written consent of the *bona fide* legal owner to enter the automobile in the competition and who shall then for all purposes hold the status of the *bona fide* legal owner (NCR 73).

The Organisers reserve the right to reject any entry without giving a specific reason, in accordance with NCR 83, and in such a case will refund the entry fee in full. Notification of such a refusal shall be sent to the competitor in accordance with the NCRs.

The Organisers reserve the right to cancel, abandon or postpone the Event if fewer than 30 entries are received by the entry closing date (NCR 59).

Competition numbers will be allocated in order of receipt of entries.

C2: CHANGE OF ENTRY DETAILS

A competitor may, subject to the approval of the Organisers, change any or all details pertaining to the vehicle, provided it is eligible at any time up to the time that the vehicle is presented for pre-event scrutineering. A competitor may, subject to the approval of the Organisers, change any or all details pertaining to the crew at any time up to the start time.

NOTE: Crew changes during the Event are not permitted and will be the subject of exclusion.

C3: FEES

All fees shall be payable to Condobolin Sports Promotion Inc. as follows:

\$790.00 - per two person crew, includes one (1) set of Service Crew instructions
(all Service Crews **must** be registered with the Organisers)

\$200.00 per each additional crew member

\$15.00 per each additional set of Service Crew instructions

Entry fees are to be deposited via electronic funds transfer into bank account:

Bendigo Bank
Account Name: Condobolin Sports Promotion
BSB: 633108
Account: 156694986

In the event of 'force majeure' or postponement, a 10% levy may be retained by the Organisers as an administration fee.

NOTE: Late entries may be accepted or rejected by the Organisers. A late entry fee is \$100.00. Before the close of entries, the return of entry fees for any competitor withdrawing from the Event is at the discretion of the Organisers. Anyone withdrawing after the close of entries will incur a fee.

D: INSURANCE

D1: 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.

D2: VEHICLE INSURANCE

Vehicle Third Party Insurance and/or comprehensive vehicle insurance is the **responsibility of the competitor**. Competitors should note that Third Party Property insurance (for damage to another vehicle if you run into it) is not covered by Public Liability Insurance, and is the competitor's sole responsibility.

Competitors of vehicles registered in Queensland must obtain and produce at documentation a separate third party extension document issued for vehicles competing in motor sports events. This document is readily available from a Suncorp office.

E: VEHICLES

E1: GENERAL PRESCRIPTIONS

All vehicles must be roadworthy and comply with current RTA provisions in respect of being operated on public roads. Such provisions include:

- current registration; or
- a current Unregistered Vehicle Permit (UVP) ; or
- an approved NSW RMS Modified Vehicles Registration; or
- dedicated Rally Car Registration for driving on public roads within Australia, and
- a current Compulsory Third Party (CTP) Insurance Policy valid for Australia.

The vehicle engine number and chassis number must be that shown on the vehicle Certificate of Registration. The one and the same vehicle must be used throughout the Event.

All competing vehicles must be issued with a Log Book, as per Part IX, NCR 150 of the current CAMS Manual. This Log Book must be presented at Documentation and Scrutineering.

E2: VEHICLE GROUPS AND CLASSES

At the time of presentation of the vehicle for pre-event scrutineering, the vehicle must conform to one of the following groups.

Group A1: Production 4WD

- Class:**
- A1.1** Recreational vehicles & Light Commercials up to and including 3500cc
 - A1.2** Recreational vehicles & Light Commercials over 3500cc
 - A1.3** Formula Four vehicles
 - A1.4** CAMS Off Road vehicles
 - A1.5** Diesel vehicles all capacities diesel vehicles.
-

Group A2: Modified Production 4WD

- Class:**
- A2.1** Vehicles up to and including 3500cc
 - A2.2** Vehicles 3501cc and over
 - A2.3** Diesel vehicles of all capacities.
-

Group A3: Modified Prototype 2WD and CAMS Performance 2WD and Off Road Extreme 2WD

- Class:**
- A3.1** Modified 2WD vehicles up to and including 3500cc
 - A3.2** Modified 2WD vehicles over 3500cc
 - A3.3** CAMS Off Road Extreme 2WD vehicles
 - A3.4** CAMS Off Road Performance 2WD vehicles
 - A3.5** Light Commercial vehicles up to 3500cc.
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Group A4: Buggies

- Class:**
- A4.1** CAMS Off Road Pro Buggy
 - A4.2** CAMS Off Road Prolite Buggy
 - A4.3** CAMS Off Road Super 1650 Buggy
 - A4.4** CAMS Off Road Sportsman Buggy
 - A4.5** CAMS Off Road Clubman Buggy.
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Group A5: Unlimited 4WD and CAMS Off Road Extreme 4WD Vehicles

- Class**
- A5.1** Modified 4WD recreational vehicles up to 3500cc
 - A5.2** Modified 4WD recreational vehicles over 3500cc
 - A5.3** CAMS Off Road Extreme 4WD vehicles.
-

Group A6: Superlite

Current eligible vehicle manufacturers and models are:

- Polaris (Ranger models)
 - Can Am (Commander models)
 - CF Moto (Z6, Z6 Spec R)
 - Yamaha Rhino
 - Arctic Cat – Wild Cat 1000i H.O
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Group T3: FIA GROUP T3 IMPROVED CROSS COUNTRY CARS

Class	T3.1	Improved Cross Country Cars
	T3.2	Improved Cross Country Cars Light (SXS)
	T3.3	Improved Cross Country Cars Light Plus (SXS) PERMITTED

Modifications and Requirements

- **T3.1** As per the current FIA Cross Country Rally Technical Regulations, (Articles 282, 283 286, Articles 1-9), and in addition, maximum engine capacity is 1.6 litres.
- **T3.2** As per the current FIA Cross Country Rally Technical Regulations, (Articles 282, 283 286, Article 10).
- **T3.3** As per the current FIA Cross Country Rally Technical Regulations, (Articles 282, 283 286, Article 10), and in addition:

Engines may have forced induction, turbo or be supercharged

All engines with forced induction will have a capacity multiplied by a factor of 1.7 or 1.5 if diesel

Maximum engine capacity is 2.0 litres

Suspension is free

E3: VEHICLE CLASSIFICATION

The Organisers reserve the right to abandon, or amalgamate any group or class with the next higher capacity, with less than three entries. Any such decision will be notified following pre-event scrutineering.

E4: COMPULSORY EQUIPMENT

E4.1 All competing vehicles must comply with:

- Schedule R of the current CAMS Manual; and
- the current Cross Country Rally Technical Regulations; or
- the current General and Specific Requirements for Off Road Vehicles.

E4.2 All competing vehicles must be fitted with a **safety cage**, either complying with Schedule J or GR9 for Off Road Vehicles, of the current CAMS Manual.

E4.3 All competing vehicles must have **two (2) seats**, ie. one each for driver and co-driver. **With the exemption of FIA T3 vehicles (which is solo occupant).**

E4.4 All competing vehicles must have fitted headlights, taillights, stop lights, indicators, rear mudflaps and navigation equipment.

E4.5 A flame and liquid proof metallic **firewall** must be installed between the passenger compartment and the fuel tank, if after-market fuel tanks are fitted. All fuel tanks must be vented externally to the coachwork.

E4.6 All **exposed liquid lines and brake lines** inside the cabin must be protected against the risk of damage (corrosion, breaking of mechanical components, dropping of components or tools, etc). With the exception of brake lines, there may be no connections of liquid lines within the cockpit.

E4.7 Fuel and rollover requirements must be as set out in the current CAMS Manual. **After market sunroofs are not permitted.**

E4.8 Where a **windscreen is broken**, goggles must be worn and they must comply with an Australian Standard Specification AS 1609-1981, and bear the SAA mark.

E4.9 Harnesses / Seatbelts in accordance with Schedule I of the CAMS Manual must be worn during the conduct of the Event and **safety helmets** must be worn throughout **all Selective Sections**. Helmets must comply with Level B of Article 3.1 of Schedule D in the current CAMS Manual.

E4.10 A **two-way radio** must be fitted to the vehicle (the Organiser network will be UHF Channel 6).

E4.11 A **first aid kit** must be carried in the vehicle at all times. Refer to National Rally Code, Appendix F, Article 4 of the current CAMS Manual and/or GR21 (General Requirements for Off Road Vehicles).

E4.12 Readily robust **towing points** fitted at front and rear of vehicle. Tow hooks must be painted red for easy identification and must be, in the opinion of the Scrutineers, capable of withstanding the strain imposed by the use of a 'snatch em' strap or similar device, during towing or recovery.

E5: OPTIONAL/RECOMMENDED EQUIPMENT

Fuel for at least **250 kilometres** will be required to be carried on board. This is the maximum distance between service points, where crews may refuel. A long-range fuel tank may be used as a replacement and/or in addition to the original fuel tank.

No fuel tank may be located in the passenger compartment. No fuel in containers is to be carried in competing vehicles. Only commercial fuel may be used during the Event. Refer to [Schedule G](#) of the current CAMS Manual.

Spare components and tools and wheels may be carried in the vehicle. If carried in the passenger compartment they must be securely fastened and located behind the safety partition. If the driver's through vision is impeded, two external mirrors must be fitted. If carried in the rear of a utility or open truck, spares and tools must be securely fastened and covered at all times to prevent them from being thrown through the rear window.

E6: PROHIBITED EQUIPMENT

The following **prohibitions** apply to all vehicles:

- the use of studded or spiked tyres or chains;
- roof racks, or similar.

E7: VEHICLE NOISE

An effective silencer must be fitted to the vehicle such that the maximum noise emission is 96db (A) (refer National Rally Code, Appendix F, Article 1 of the current CAMS Manual).

E8: TOWING OF VEHICLES

Towing of a competing vehicle by another competing vehicle is allowed, but only outside Designated Control Zones. The vehicle may NOT be towed through a Designated Control Zone. Instances of dangerous or reckless high speed towing will not be tolerated.

NOTE: Failure to comply with this Regulation will result in a report to the Stewards, who may impose a penalty to both towing and towed vehicles up to and including exclusion.

Mechanical work on a competition vehicle is prohibited within a Designated Control Zone. Vehicles must enter this zone under their own motive power. Should a competition vehicle

not be able to use its own motive power to leave a Designated Control Zone, the crew must push the vehicle outside this zone to carry out necessary repairs.

NOTE: In the context of this regulation, towing shall also mean pushing or carrying.

E9: APPAREL

During all Selective Sections, all competing crew are to wear apparel complying with Schedule D of the current CAMS Manual [CAMS Schedule D](#).

E10: ODOMETER CHECK

The 5 kilometre check, located on the Forbes Road south of the Showground, is marked 0-1-2-3-4-5. The survey vehicle recorded **5.00kms** over the measured 5 kilometres.

F: DOCUMENTATION AND SCRUTINEERING

F1: DOCUMENTATION

Documentation will open in the Condobolin show ground, at 5:00pm, and close at 10.00pm, on Friday 31 March 2017.

All competing crew members must produce the following at documentation:

- current and valid civil drivers licence
- current and valid CAMS competition licence (an Off Road licence is not acceptable)
- CAMS Competitor licence, if applicable
- Letter of Authority from the *bona fide* owner of the vehicle, if applicable
- current membership of a CAMS affiliated club.
- current vehicle registration/UVP
- compulsory Third Party (CTP) insurance (QLD competitors refer note below)
- CAMS Vehicle Log Book

NOTE: Competitors of QLD registered vehicles are required to produce proof of current CTP Insurance (available from any Suncorp office). A vehicle may not start without this document being produced.

F2: PRE-EVENT SCRUTINEERING

When competing crew members are presenting for the above documentation checks they should present their vehicles to pre-event scrutineering in the Condobolin show ground, on Friday 31 March 2017 from 17:00 – 22:00.

Vehicles must be presented in a ready-to-start condition, ie. with all compulsory and optional equipment on the vehicle. Scrutineers appointed by the Organisers will examine vehicles for safety and general compliance with these regulations.

Unless alternative prior arrangements are made for late scrutineering a \$75 fee will apply.

F3: DURING EVENT SCRUTINEERING

During the Event, Scrutineers appointed by the Organisers may set up monitoring controls at which scrutineering for safety and general compliance with regulations may be undertaken. The crew will be advised of any defects, which must be rectified as directed by the Organisers. Particular attention will be paid to defective exhaust systems and other defects that could cause grass fires. Any vehicle found to be unroadworthy by a Police Department or relevant RTA will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

F4: POST-EVENT SCRUTINEERING

On arrival at the final control at the end of Leg 2 vehicles **MAY** be placed in a Parc Ferme area for post-event scrutineering and will only be released on authority of the Clerk of Course.

G: IMPOUNDS

The Showground, as a whole is an impound, but will only become an impound when a crew books in to the final control of the day (which will be at the showground), and will remain an impound for that crew until they book out for the first section for day 2.

The Showground Ring, is to be used to place vehicles once major servicing has been completed. Route Instructions will specify exact details. No vehicle may be removed from an impound area without the written permission from the Organisers.

Between these times, the showground may be used as a designated service area (but not in the Showground Ring area).

NOTE: Failure to comply with this Regulation will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

H: VEHICLE SERVICING

All service crews **must be registered** with the Organisers and these crews **only** will be permitted in the service areas and the overnight impound. Registration must be made on the official Entry Form.

Service vehicles must not enter any Designated Control Zone or access the course, and must use only the roads specified in the Service Crew Instructions, which will be issued to competitors who have registered service crews, at the same time as they receive their Route Instructions. **Service Crews, who need to access the course, to recover broken down vehicles, MUST not do so until after the passage of the organisers Recovery vehicles.**

Servicing is only permitted in service/refuelling locations nominated in the instructions. Service crews are not permitted to assist, service or refuel crews or access the course other than at these points. An approved **FIRE EXTINGUISHER** must be readily available during **ALL** refueling points (except Service Stations)

NOTE: Failure to comply with this Regulation will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

I: SIGNS ON VEHICLES

I1: GENERAL PRESCRIPTIONS

Advertising signs are permitted provided there is no conflict with CAMS NCRs and provided the location of each sign does not conflict with these regulations. All signs must be of an acceptable standard of lettering and presentation, at the sole discretion of the Clerk of Course or Chief Scrutineer.

I2: ORGANISERS' SIGNS – COMPULSORY SIGNS

At pre-event scrutineering the Organisers shall supply Event identification signs, vehicle identification numbers and compulsory signs as specified herein. These shall be attached to the vehicle as directed and shall be maintained in good order and condition throughout the Event. The signs shall be affixed as follows:

1. A space 50cm wide x 52cm deep is reserved for the Event Principal Sponsor name and the competition number plate. This must be located at the foremost part of each front door.

2. The foremost part of the front bonnet: a sign approximately 45cm wide x 25cm deep.
3. The foremost and upper part of both front mudguards or wings, or alternatively on both sides of the vehicle, rearward of the competition number plate.

J: THE COURSE

J1: STRUCTURE

Primarily the course will be structured for two and four wheel drive vehicles. However, the Organisers advise that the course will, in places, be tough for two wheel drive vehicles and high ground clearance is recommended.

The Event will be conducted over two legs, Leg 1 on Saturday and Leg 2 on Sunday, with a total distance of approximately 750 kilometres.

A **SELECTIVE SECTION** will be a competitive section with a Time Allowed, set by the Organisers for Late Time purposes. Time actually taken to complete the section will be applied as Penalty Time. The time taken **in excess** of the Time Allowed will be applied against the Late Time Limit.

All Selective Sections are speed tests which are conducted on private property and/or closed roads, and crews driving in the opposite direction on the official route will be excluded.

A **TRANSPORT SECTION** will be a non-competitive section which will take crews from one Selective Section to another, on main roads and through built up areas, where other road users may be expected.

Time taken in excess of the Time Allowed on Transport sections, to the current minute, will be applied as penalty points, as 1 minute per 1 minute or part thereof. This time will also be added to Late Time. Early arrival ie. in less than Time Allowed, will also be penalised. The time allowed for Transports is generous.

J2: CUT AND RUN

If a crew chooses not to compete in a Selective Section he/she may elect to miss that section but will have to **miss all subsequent sections of the leg**. No further time penalties or late time will be applied however, the crew will incur the maximum penalty for missing a section or sections, which shall be equal to 200% of the Time Allowed for each Selective Section. In the case of Road Sections the maximum penalty incurred is 50% of the Time Allowed for each section.

NOTE: A crew may rejoin the Event **only at the start of the next leg**.

Should a crew choose to miss a complete leg, eg. to effect repairs, the maximum penalty for missing sections will be applied.

A crew may leave the prescribed course only at a Major Control and never from within a Selective Section or a Road Section. crews who elect to cut and run **must** advise their intentions to the nearest Major Control relative to the section they are currently traversing. If this is a Road Section, they can return to the previous Stop Control however, if it is a Selective Section they must proceed with all care to the Stop Control at the end of that section. Alternatively, they can wait for the Sweep Vehicle to arrive, advise their intentions and surrender their Time Card.

NOTE: Failure to report the intention to cut and run will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

J3: SCHEDULE

The Event is scheduled to start in Condobolin on Saturday 1 April 2017, and finish in Condobolin on Sunday 2 April 2017. Vehicles in each vehicle group will run to the same time schedule. crews failing to complete the course to the satisfaction of the Organisers will be penalised in accordance with these Regulations.

J4: FINISHER

To qualify as a finisher, a crew with his/her vehicle, must have completed the full itinerary of the two legs of the Event without having incurred an exclusion penalty.

J5: INSTRUCTIONS

The Organisers will provide each crew with a copy of the Route Instructions, and any necessary special maps or advice. Such instructions shall have the same force as these Regulations.

Route Instructions for Leg 1 and Service Crew Instructions will be issued once crews have met all documentation and scrutineering requirements.

Route Instructions for Leg 2 will be issued at 6:00pm on Saturday 1 April 2017.

J6: OFFICIAL MAPS

Official 1:250,000 maps for the Event will be those published by the Australia Surveying and Land Information Group. They will not be issued by the Organisers. Maps will **not** be necessary to follow the course, as Route Instructions are fully detailed.

J7: RECORD OF PERFORMANCE

Details of the performance of each vehicle throughout the Event shall be recorded on a Time Card issued for that purpose. A duplicate record of the performance at each control shall be made on a Control Card. Any amendments to this procedure will be advised in a Bulletin or the Route Instructions.

J8: CHANGES AND ALTERATIONS

The Clerk of Course, reserves the right to abandon, alter or postpone the Event should, in the opinion of the Organiser, the course or any part of it becomes impassable. The Clerk of Course, may neutralise any section, or sections, or the Event, remit any penalties, regroup the field as to running order, re-time any part of the course, or terminate the Event at any time. Any alterations to the schedules or Route Instructions shall be in writing. At no time shall verbal advice take precedence.

J9: STARTING ORDER

The start order for Leg 1 will be determined by seeding, based on past results. The decision of the Clerk of Course as regards start position is final.

The Starting Order for Leg 2 shall be in order of ascending total penalty times within descending numbers of sections competed on Leg 1. Where there is a tie the Clerk of Course will determine which vehicle starts first.

NOTE: All Clerk of Course decisions on the Starting Order are final.

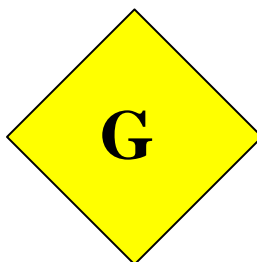
J10: GATES

All gates on the course will be marked and are to be dealt with as follows:

- BLUE MARKER: gate should be open and will be left open by the crew;
- YELLOW MARKER: gate should be closed and **must be closed** once the crew has passed through.

The only exception to this rule is when two (2) or more crews are close together and the last crew in the group signals to the first crew their intention to close the gate. Failure to close a gate may render a crew liable to a penalty, including exclusion.

- YELLOW GATE PRE WARNING signs will be used in the Event and will be placed approximately 100 – 150 metres prior to the gate. These signs will be a yellow diamond with a black G, as shown below. Remember all yellow gates **must be closed** by crew.



Any crew that does not comply with these requirements will be subject to the penalties set out below:

- Not closing gate: 1st offence: a time penalty of 120 minutes
- Not closing gate: 2nd offence: a time penalty of 240 minutes
- Not closing gate: 3rd offence: a time penalty of 360 minutes
- Not closing gate: 4th offence: exclusion

J11: OVERTAKING/COURSE OBSTRUCTION

Any crew wishing to overtake another vehicle shall give warning of his/her intention by flashing the headlights and/or sounding the horn. UHF Radio Channel 10 may be used to assist safe passing when necessary.

A crew about to be overtaken must allow the overtaking vehicle to do so immediately, by moving to the side of the road/track and, if necessary, slowing or stopping. At any control a crew may request that another crew be permitted to start ahead. Provided there is not more than five minutes between the vehicles being booked into the control, this request may be granted by the official in charge of the control.

Deliberate baulking, obstructing or shunting another crew will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

Should a competing vehicle be stopped and obstructing the passage of a following vehicle, the following crew may request, and must be given, assistance to pass, unless the crew of the obstructing vehicle is incapacitated through injury.

NOTE: Time lost from moving obstructing vehicles cannot be claimed back from the Organisers.

J12: PRE- CAUTION WARNING

Pre caution warning signs will be used in the Event and will be placed approximately 100 – 150 metres prior to triple cautions (!!!), which are unsighted from the road, ie. over a crest and around a corner.

The sign will be a Yellow Diamond with a Black ! as shown below.



K: ACCIDENTS

In the case of accidents, delays may be incurred by the crews following. All refunds of compassionate time for stopping to assist at an accident shall be arbitrated and agreed upon by the Clerk of Course. Adequate written proof must be provided and should include the vehicle number/s of the crews involved, and if possible, the signature of the assisted crews certifying the time stopped at the location. These details are to be noted on the assisting crew's Time Card.

For legal purposes, any incident resulting in death or injury to stock and/or damage to property (including fences and gates) must be reported to the Organisers as soon as possible, and in writing on the Incident Report Sheet which is located in the Route Instructions. Failure to report such an incident may result in the crew incurring a 60 minute penalty per incident. Failure to report an accident involving a member of the public will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

K1: SAFETY OF CREWS

K1.1: NON-INJURY STOPPAGE ON A SELECTIVE SECTION

In the event of a stoppage by a crew where no medical assistance is required, the crew **must**:

1. immediately place triangles to warn following crews;
2. place the **OK** sign on the vehicle, in such a position that it remains clearly visible to all following crews (this sign is attached at the back of the Route Instructions);
3. stay as close to their vehicle as is safe to do so; and
4. if able to get the vehicle going, and able to move it, **not** leave the section via another route, and proceed for the full length of the section, in the correct direction.

K1.2: ACCIDENT INVOLVING INJURY

K1.2.1: Any crew involved in an accident requiring assistance for a trapped or injured crew member should:

1. immediately place triangles to warn following crews (unless incapable of doing so);
2. display the **SOS** sign (attached at the back of the Route Instructions) in a prominent position, visible to the next two crews; and
3. after the first two following crews, display the OK sign (attached at the rear of the Route Instructions) to the rest of the field.

K1.2.2: Any crew coming across another crew involved in an accident **must:**

1. **stop**, if the **SOS** is displayed, or if there is no visible sign displayed, and render assistance;
2. if possible, contact Headquarters by radio or mobile phone, noting car number, cumulative distance to the accident site, and if known, general details of injuries sustained;
3. if unable to contact Headquarters, record the accident details, stop the next crew and have them proceed immediately to the Finish Control with the accident details; and
4. at the first practical time, complete an Incident Report and pass it to the Clerk of Course or Control Official.

NOTE: Failure to comply with this Regulation will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

L: CONTROLS AND TIMING

L1: CONTROLS

Controls used throughout the Event shall be defined as:

Major Controls: the location of which will be disclosed in the Route Instructions. These controls are established at the beginning and end of sections for the purpose of recording time and direction of arrival and departure.

Passage Controls: the location of which may or may not be disclosed in the Route Instructions. These are established for the purpose of recording details of passage (including time) of vehicles on the correct route. Competing vehicles are required to stop and have their Time Card noted by the Control Official.

Monitoring Controls: established in a Road Section, eg. to judge and record details of vehicle speed, and they may or may not be disclosed in the Route Instructions. These controls may not necessarily be established at the same location for the passage of all vehicles in the Event. Failure to stop at a monitoring control when directed to do so by an official will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

Controls will only remain open until the arrival of the Sweep Vehicle, and all crews have been accounted for. Crews arriving at a control after its closure will be deemed to have missed that section, and may only rejoin the Event at the start of a subsequent leg.

L2: TIMING

L2.1: OFFICIAL TIME

Timing will be by official timepieces, set to Australian Eastern Standard Time. No protest shall lie against the alleged inaccuracy of any timepiece. The Event will use A to B timing.

L2.2: TIME ALLOWED

This is the time limit for a crew to complete a Selective or Road Section without loss of Late Time. This time allowance will be specified in the Route Instructions, and where exceeded, Late Time will start to accrue.

L3: LATE TIME LIMITS

Late Time is the accumulated time by which a crew is late, ie. exceeds the Time Allowed for Selective or Road Sections. It is calculated from the beginning of a leg, excludes time held in control and any allowable time, and is non-cumulative from one leg to another. Allowable time is any potential penalty, which is not imposed by the Organisers for good and sufficient reasons, such as compassionate allowance.

The Late Time for each leg will be two (2) hours, or as advised in the Route Instructions and marked on each crew's Time Card. If a crew exceeds Late Time for a leg, he/she will be excluded from the results of that leg, but may if he/she wishes re-start a subsequent leg.

Crews exceeding their Late Time at a Major Control will be deemed to have missed that control and all following controls within that leg. Late Time cannot be regained by booking in early at any control. Neither shall time penalties for early arrival be taken into consideration when aggregating Late Time.

The Late Time defined in these Regulations may be modified at any time by the Stewards of the Event, upon the proposal of the Clerk of Course. Exclusion for exceeding the Late Time may be determined only at the end of a leg. Crews are therefore encouraged to always continue to the end of the leg, and hand in their Time Card.

L4: TIME CARDS

At the start of each leg, crews shall be given a Time Card which includes the Time Allowed for each section. Section times will be recorded on this card, by the Control Official who is the only person authorised to enter these times. However, it is the crew's responsibility to ensure their accuracy.

Any correction or amendment made to the Time Card will result in exclusion, unless such correction or amendment was approved in writing by an official of the Event.

Crews who fail to report to a Passage Control and/or have their Time Card appropriately noted will be penalized up to 30 minutes.

The loss of a Time Card will incur a time penalty of up to 30 minutes.

L5: DESIGNATED CONTROL ZONE IDENTIFICATION

All controls are marked with a warning sign on yellow background which indicates the beginning of the Designated Control Zone. A sign on a red background indicates the location of the control point.

L5.1: START OF A SELECTIVE SECTION

- Yellow warning sign with clock approximately 25 metres from the control point
- Red sign with clock at the control point
- Red sign with flag marking the start of the Selective Section
- Beige sign with diagonal bars, indicating end of the Designated Control Zone.

L5.2: FINISH OF A SELECTIVE SECTION

- Yellow chequered flag about 100 metres before the Flying Finish
- Red chequered flag at the Flying Finish
- Red stop and red clock sign at the control point
- Beige sign with diagonal bars, indicating end of the Designated Control Zone.

NOTE: It is extremely dangerous to slow down or stop between the yellow chequered flag, the red chequered flag and the red stop at the control point. Any such incident will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

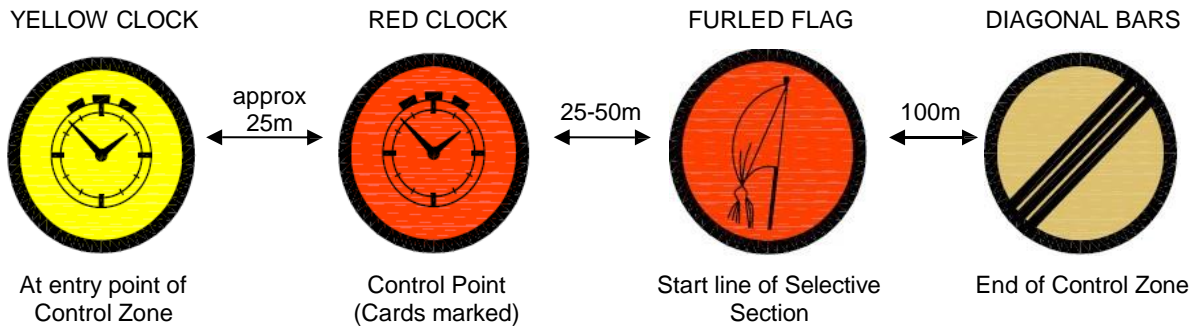
L5.3: PASSAGE CONTROLS

- Yellow sign with stamp approximately 100 metres before the Passage Control point
- Red sign with stamp - crews will be held only long enough to have an identifying stamp recorded on their Time Cards
- Beige sign with diagonal bars, indicating end of the Designated Control Zone.

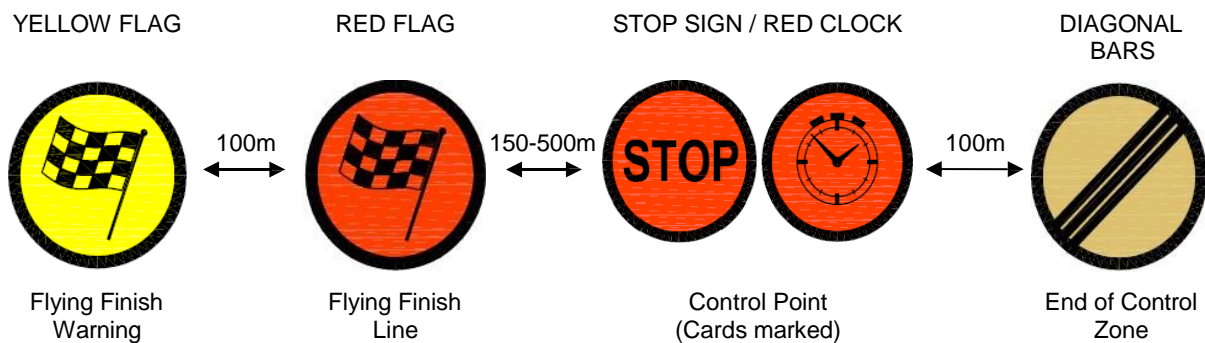
It is forbidden to enter a Designated Control Zone in any direction other than that of the Event.

CONTROL SIGN DIAGRAMS

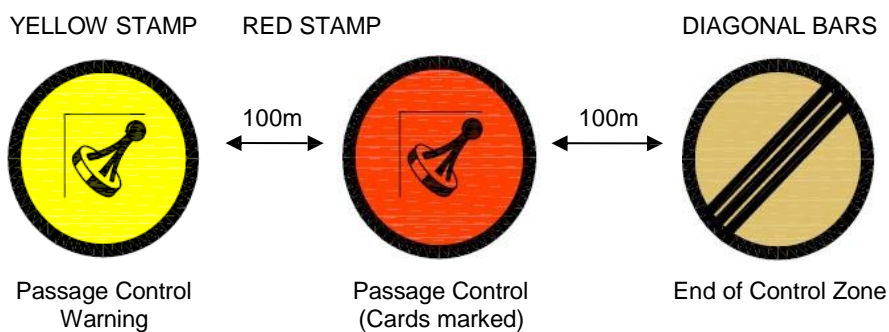
START CONTROL: Start of Selective Section



FINISH CONTROL: Finish of Selective Section



PASSAGE CONTROL



L6: CONTROL PROCEDURE/TIMING

L6.1: LATE ARRIVAL AT LEG START

Crews reporting late at the Leg Start will incur penalties which can be found under Section M of these supplementary regulations.

L6.2: BOOKING IN PROCEDURE AT LEG FINISH CONTROL

Crews will not incur a time penalty for booking in early at the final control of a leg. Likewise, no time penalty will apply in the case of late arrival however, Late Time will accumulate.

L6.3: END OF ROAD SECTION/START OF SELECTIVE SECTION

At the finish of a Road Section, the Control Official will enter the actual check-in time of the crew on the Time Card. **Remember**, the check-in time is either the time the vehicle enters the Designated Control Zone, ie. passes the yellow clock board, or the time the Time Card is handed to the Control Official, whichever is the earlier.

The target check-in time is that obtained by adding the Time Allowed for the section to the starting time for that section. These times are expressed in hours and minutes in the 24 hour system. If the actual check-in time is earlier than the target check-in time, then the prescribed time penalty is one (1) minute for every minute or part minute early. If the actual check-in time is later, penalty time accrues at the rate of one (1) minute per minute or part minute late.

The crew will be provided with a Provisional Start time for the Selective Section, which will be at least three (3) minutes after the actual check-in time at the end of the Road Section. If more than one crew arrives at the Time Control at virtually the same time, the Control Official will allocate Provisional Start times in the order that the crews arrived at the Time Control, ensuring the running interval of two minutes between crews is maintained.

The crew moves to the Start Line where the Control Official will record the Provisional Start time and allocate an Actual Start time. The crew will be started at the Actual Start time, following a countdown.

Crews jumping the start will incur a time penalty of 1 minute.

Crews may be held within the Start Control at the direction of the Clerk of Course and hence Actual Start times can vary from Provisional Start times.

L6.4: FINISH OF SELECTIVE SECTION/START OF ROAD SECTION

Finish times will be taken at the Flying Finish marker. The Control Official will record the Flying Finish time (in hours, minutes and seconds) of the crew as he/she passes the red chequered flag.

When the crew stops at the control point the Flying Finish time is recorded on the Time Card.

The Control Official then enters the Start time for the next Road Section, which is the crew's Flying Finish time with the seconds disregarded, eg. Finish time = 15.23.45, then Start time = 15.23.

The crew leaves at once, with no countdown.

Any incident of a crew not following the instructions of an Event Official will result in a report to the Stewards, who may impose a penalty up to and including exclusion.

M: SUMMARY OF PENALTIES

As per the Cross Country Rally Standing Regulations and the following table.

Summary	Sup Reg Reference	C of C	Start Refused	Exclusion	Time Penalty	Monetary Penalty	Stewards Discretion
Consumption of intoxicating liquor by crews during competition	A10			exclusion			
Failure to respect traffic laws: 1 st offence	A11	X				\$100	
Failure to respect traffic laws: 2 nd offence	A11	X			1 hour		
Failure to respect traffic laws: 3 rd offence	A11			exclusion			
Absence at briefing	B2	X				\$100	
Crew change	C2			exclusion			
Not wearing seatbelt/helmet	E4.9			exclusion			
Use of banned fuel	E5			exclusion			
Use of studded or spiked tyres or chains	E6	X	X				
Use of roof racks or similar	E6	X	X				
Towing vehicles through a Designated Control Zone	E8			up to exclusion			X
Dangerous or reckless high speed towing	E8			up to exclusion			X
Unroadworthy vehicle	F2-F4			up to exclusion			X
Removal of vehicle from impound without written permission	G			up to exclusion			X
Service Crews servicing in non-allowed areas	H			up to exclusion			X
Wrong direction on course	J1			exclusion			
Missing Selective and Road Sections	J2	X			200% - selective 50% - road		
Not closing gate: 1 st offence	J10	X			120 mins		
Not closing gate: 2 nd offence	J10	X			240 mins		
Not closing gate: 3 rd offence	J10	X			360 mins		
Not closing gate: 4 th offence	J10			exclusion			
Crew baulking, obstructing or shunting	J11			up to exclusion			X
Failure to report death or injury to stock, and/or damage to property	K	X			60 mins		
Failure to report an accident involving a member of the public	K			up to exclusion			X
Failure to comply with Safety of Crews regulations	K1			up to exclusion			X
Exceed Late Time	L3			exclusion from results of leg			
Loss of Time Card	L4	X			30 mins		
Unauthorised correction or amendment of Time Card	L4			exclusion			
Failure to hand in Time Card at control/absence of Passage Control stamp	L4	X			30 mins		
Failure to obey an official	L6			up to exclusion			X
Reporting late at Leg Start: up to & incl 30 mins	L6.1	X			1 min/min or part		
Reporting late at Leg Start > 30 mins	L6.1		X	exclusion			

Early arrival at Time Control	L6.3	X	2 min/min or part thereof
Late arrival at Time Control	L6.3	X	1 min/min or part thereof
Selective Sections - jumping the start	L6.3	X	1 min
Missing, re-entering or leaving WD from a Major Control	M1	X	miss the section
WD at Passage Control	M1	X	60 mins
Stopping between Flying Finish warning and Control Stop point	M5.2	up to exclusion	X
Other breaches	Will be penalised in accordance with the provisions of these Supplementary Regulations, the Cross Country Standing Regulations, the National Competition Rules of the CAMS, and/or at the discretion of the Stewards		

N: RESULTS

N1: DETERMINATION OF WINNERS

The final results of the Event shall be determined in the first instance on the basis of the number of sections completed. A crew is deemed to have completed a section when, having departed from the control point at the start of the section they arrive at the control point at the end of the section, having completed 100% of the specified route for that section, and not having exceeded Late Time.

Placing amongst crews who have completed the same number of sections shall be determined on the basis of time penalties applied in accordance with the Summary of Penalties specified in Regulation M. The vehicle with lowest time penalty shall be declared the winner of the Event; the vehicle with the next lowest time penalty shall be declared second, and so on, in ascending order of penalty time.

Classification within vehicle groups, classes, teams, and crews awards shall be determined in the same manner. In the Event of a tie for any place, awards for that place shall be divided equally between the tied vehicles.

N2: PROVISIONAL AND FINAL RESULTS

Provisional results will be listed in Condobolin at a time to be announced at the conclusion of the Event, and shall become final 30 minutes after the issue of provisional results, should no protests be received by the Stewards.

N3: DETAILED RESULTS

Results will be posted on the Condo 750 web site <http://condo750.com.au/>.

O: AWARDS

O1: OUTRIGHT/CLASS AWARDS

Trophies will be awarded as follows.

- **Outright Awards**

To the first, second and third outright placed crews across all groups.

- **Group Awards**

To the first placed crew in each of the following vehicle groups:

Group A1:	Production 4WD
Group A2:	Modified Production 4WD
Group A3:	Modified Prototype 2WD and CAMS Performance 2WD and Off Road Extreme 2WD
Group A4:	Buggies
Group A5:	Unlimited 4WD and CAMS Off Road Extreme 4WD Vehicles
Group A6:	Utility Terrain Vehicles (UTV) Side by Side Class
FIA T3:	Single seater buggies

O2: CONDITIONAL AWARDS

Additional awards, conditional upon the display of signs or use of specified equipment, may be arranged by the Organisers and will be specified in a Bulletin.