

Introduction to Rallying in Western Australia

This document has been developed to help people without a background in the sport of Rally to understand how it works and what all the different words specific to the sport, mean.

CONTENTS

1. Introduction
 2. Definitions
 3. Rally Officials
 4. Rally Cars
 5. How is the Winner Determined?
 6. Rally 'vs' Race, What is the Difference?
 7. Closing Roads for Special Stages
 8. Entering and Driving along a Special Stage – Standard Operating Procedure
 9. Communications – Radio Networks
 10. Control of Competitors with Respect to Local Laws
 11. Identification of vehicles used in rallies.
 12. Rally Headquarters, including Rally Control Centre, Results
 13. Documentation
 14. Non-Rally Emergencies on a Stage
-
- | | |
|------------|---------------------------------|
| Appendix 1 | FIA Standard Rally Signs |
| Appendix 2 | Special Stage Rally Signs |
| Appendix 3 | Rally Liaison and Service Signs |

1. Introduction

This document has been developed to help people, without a background in the sport of Rally, to understand how rallying in Western Australia (WA) works and what all the different words, specific to the sport, mean.

It has been said that a 'Rally' is a motor sport event where one drives from one place to the next very quickly.

The origins of modern day rally coincide with the invention of the motor car. Humankind has always had a competitive spirit. It was inevitable that as soon as the possibility of moving from A to B on four wheels arose, one person would want to do it faster than the others!

In the "old days" little regard was taken of where such movement occurred. Many of the original "rallies" were more "road races" such as the famous London to Brighton Rally, where cars were timed over the entire distance and the winner was the competitor with the fastest time.

Things have progressed somewhat and rallies now have a tightly controlled format with "special stages" being reserved for competition, connected together by road ("liaison") sections.

Rallying is divided broadly into two 'surface' categories namely loose surface and tarmac. Loose surface rallies are divided into two broad categories namely gravel rallies and cross country rallies.

Gravel Rallies have been run in Western Australia since the early 50's. The sport is run at 3 levels, from budget level Clubman to various State Championships and also one round of the National Championship. Western Australia also ran a round of the World Championship from 1989 until 2006.

In 2005 Western Australia ran its first international level Cross Country rally namely the Australasian Safari.

With the exception of several prior club and regularity type events, Western Australia ran its first serious tarmac rally in 2005.

This document pertains to Gravel and Tarmac rallies but much of it is also relevant background to Cross Country rallying as all three forms of rallying share much in common.

A rally consists of competitive sections (called special stages) and road sections (called liaisons). The competitive vehicle is manned by a crew comprising of two people. One nominated as the driver and the other is nominated as the co-driver.

On each special stage crews start singularly and race against the clock. The interval between each car is normally no less than 30 seconds for tarmac and normally no less than 2 minutes for gravel. This can vary depending on conditions e.g. very dusty conditions. The course is usually defined by a "Road Book" which comprises a sequence of written and diagrammatic instructions (referred to as "Tulip Instructions") alongside a distance reading for that instruction. The road book is generally only used to assist competitors during their reconnaissance of special stages and during their negotiation of the liaison sections on the event itself. On special stages during the event, the co-driver reads notes (prepared during reconnaissance and referred to as "pace notes" or "safety notes") that describe the road ahead in considerable detail so as to enable very fast negotiation of the road. In essence, pace notes allow the driver to "see around corners". As a point of history, Pace Noting is synonymous with the transition from navigation [finding the way] to co-driving [the way is already known so the co-driver focuses on giving the driver predictive, detailed and precise information of each corner of the road]. In WA gravel rallying there is also a reduced cost category called Clubman in which pace noting is forbidden.

Rallying in WA is regulated and controlled by the Confederation of Australian Motorsport (CAMS) as representatives of the Federation Internationale de l'Automobile (FIA), the governing body for worldwide motorsport. Each event follows the same basic format:

- Reconnaissance [except Clubman], to enable the driver and co-driver to check the route and write their pace notes.
- Competition.

WA's round of the National Gravel Championship and WA's two tarmac rallies also include 'super special stages' – short and compact tests primarily run to achieve spectator access and appeal. Rally organisers are also endeavouring to include super special in some state championship gravel rallies.

Tarmac and gravel rallies in WA are essentially a test of speed rather than endurance. [This aspect is the essence of the difference between these rallies and WA's Cross Country Rally]. Cars are therefore permitted to visit a 'service park' at pre-determined times during each event. During this time team technicians and mechanics are allowed to perform mechanical work on each car. The number of people is restricted depending on the category and nature of the rally. The time available is strictly limited, with each stop being generally no less than 20 minutes and no more than 2 hours depending on the itinerary.

Being able to work in this pressured environment means technicians and mechanics are capable of extraordinary ingenuity and speed. Often quite serious repairs are professionally executed in extraordinarily difficult conditions and circumstances. Away from the service park repairs or adjustments can still be made, but only by the competitive crew, and only using tools and spare parts carried in the car. Penalties are applied if visits to the service park exceed the period allowed or if unauthorised repairs are made (Prohibited Service).

The competing crews in all WA rallies are seeded and start the event according to the nominated driver's ranking. The number of entries can vary considerably from as low as 20 for some gravel events to as high as 110 for a tarmac event.

Each car is typically allocated a competition number specific to each individual event.

WA typically has 9 rallies per year.

6 x gravel rallies including one round of the Australian Rally Championship (ARC)

2 x tarmac rallies including one round of the CAMS Australian Tarmac Championship

1 x international cross country rally.

In recent years WA has also introduced several short course rallies called RallySprints. RallySprints are typically a single special stage of less than 5km length but with each competitor typically having to complete 4 runs of the stage with results calculated on a total time basis similar to true rallies. While not strictly a rally in the sense of covering significant distance, they have the advantage of being an excellent entry mechanism for drivers and indeed co-drivers sampling what a rally is all about.

2. Definitions

2.1 BULLETIN

An official written document intended to modify, clarify or complete the supplementary regulations of the rally. A Bulletin must be signed off by the Stewards of the Meeting.

2.2 CAMS

Confederation of Australian Motor Sport (CAMS). The national governing body of 4 wheeled motor sports in Australia and affiliated with the FIA.

2.3 CAMS MANUAL OF MOTOR SPORT

This Manual is the Official Year Book of CAMS. It covers all the disciplines of motor sport; race, speed, rallies, off road, auto tests, social runs, and historic categories. It contains the rules and regulations relating to all the different disciplines, plus general requirements, general regulations, the judicial process and sporting regulations.

2.4 COMMUNIQUE

An official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards of the Meeting.



2.5 COMPETITOR

A person or body who holds a competition licence acceptable to the CAMS and who has entered a vehicle for use in the rally. (The Competitor was previously known as an Entrant). Where the Competitor is not the registered owner of the vehicle entered into the rally, the competitor must produce written consent from the owner authorising the use of the vehicle for competition into the Rally. *Note*; the Competitor is not always a person nominated as a competitive crew member, but is the person who can be held responsible for the actions of the crew and any other associated team members.

2.6 CONDITIONS FOR WESTERN AUSTRALIAN RALLY CHAMPIONSHIPS AND SERIES (CWARCS)

The CWARCS define the conditions for the competition of championship rallies and series conducted in Western Australia. They are only applicable to rallies conducted in Western Australia. They are considered regulations for the purpose of special stage rallying in Western Australia and supplement the CAMS Manual of Motor Sport and the rules and regulations contained therein.

2.7 CONTROL AREAS

The area between the first yellow warning sign  and the beige sign with three transverse stripes  is considered as the control area. A Control Area can include Time Control, Start Control, Flying Finish, Stop Point as shown in Appendix 2 and 3 of this document. (Note: Radio Points and Medical Assistance Points are not Control Areas). Control areas are considered Parc Fermé and therefore no work is permitted on the car. Access is restricted to necessary and authorised people only.

2.8 COURSE CARS

Prior to the start of each special stage a number of cars travel the stage to ensure it is set up in accordance with the regulations and that it is ready for competition.

Advance Cars – these include setters and various control officials.

000 – (Pronounced “Triple Zero”) will traverse every Special Stage and have a planned finishing time of approx. 30 minutes before the first car is due to start the stage. Their role is to check the synchronisation of the clocks and check that each control point has the correct stage documentation.

00 - (Pronounced "Double Zero") will traverse every Special Stage and have a planned finishing time of 5 minutes before the first car is due to start the stage. "00" will be the last car to check that all stages are set up correctly as per the Stage Set Up Notes compiled by the Clerk of the Course, check control documentation and that all clocks are synchronised.

After this vehicle has entered the stage no other vehicles are permitted on the special stage for any reason without the express approval of the Clerk of Course. The crew of 00 must include the CAMS Checker or an appropriately qualified and experienced nominated representative.

0 - (Pronounced "Zero") will traverse every Special Stage immediately in front of the first car, but sufficiently in front to finish before the 1st car finishes. The purpose of this car is to warn officials and spectators that the next car following will be a competitor and they should be ready for duty.

000, 00 & 0 cars are equipped with an amber flashing light. In some events they may also be fitted with a siren)

2.9 COURSE CAR SCHEDULE

This is a document produced by the rally organisers to show the scheduled time of all the course cars and is typically included in the overall event running schedule.

2.10 CREW

A crew is made up of two persons on board each car nominated as driver and co-driver. Each crew must hold a CAMS competition licence for the current year, which is valid for the event. The driver must also hold a valid civil driver's licence. A Licence is available endorsed 'Navigator Only' for co-drivers not wishing to drive and/or not holding a valid civil driver's licence.

2.11 DAY or LEG

Each part of the rally, separated by an overnight Parc Fermé. If only a super special stage is organised on the evening before Day 1, it is considered to be Section 1 of Day 1.

2.12 DECISION

A document issued by the Clerk of the Course or the Stewards to announce their findings following an enquiry, hearing or investigation.



2.13 END OF THE EVENT

The event ends upon posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

2.14 FIA

The Fédération Internationale de l'Automobile (FIA) is the international governing body for motor sport and is the organisation that controls the majority of 4 wheeled motor sport, including Formula One.

2.15 FLYING FINISH

At the end of every special stage is the 'Flying Finish'. A yellow warning board  is placed 100m prior to the red board signifying the finish line. The yellow warning board defines the entry boundary of the stage finish control area and gives warning that the finish line is approaching. As the car passes the "Flying Finish" red board,  its finish time is recorded as a time of day in hours, minutes and seconds. The car does not stop at this line; it proceeds at a gradually reducing pace to the 'STOP' point. This STOP point is usually about 300m after the Flying Finish

2.16 GPS TRACKING SYSTEM

Other than WA's sole Cross Country Rally, WA does not currently have a GPS Tracking System for Rallies. Initiatives are under way to introduce such a system. It is anticipated that WA's round of the ARC will do so in 2012.

2.17 HELICOPTERS

Generally, helicopters are not used in WA gravel and tarmac events but are used extensively in WA's international Cross Country event.

2.18 INCIDENT CONTROL VEHICLE (ICV)

The ICV is part of the medical team for the rally. The ICV's carry an experienced trauma doctor and medical equipment. The ICV's are deployed by Rally Control to assist any Medical Intervention Vehicle (MIV) as required. In WARC events the ICV and MIV are the same vehicle performing a dual role.

2.19 ITINERARY

The Itinerary is used to describe the components of the rally and its schedule.

2.20 LIAISON / ROAD SECTION

The roads to and from Special Stages are public roads, referred to as 'road' or 'liaison' sections. On these roads competitors must obey all local traffic laws including all posted speed limits. Crews who exceed the legal speed limits on the liaison sections not only face the usual civil penalties but also penalties imposed by the CAMS which it does not hesitate to impose, and which can involve substantial fines (much larger than civil fines), time penalties and even exclusion from the event.

2.21 MEDICAL INTERVENTION VEHICLE (MIV)

The MIV is part of the medical team for the rally. A MIV is located at the start of every special stage and at the mid-point Medical Vehicle Points. The deployment of an MIV is activated from Rally Control on advice that an accident has occurred where medical assistance is required. Each car is equipped with a paramedic and an extensive range of medical equipment as detailed by the CAMS. In WARC events the ICV and MIV are the same vehicle performing a dual role. (Usually referred to as the first intervention vehicle (FIV). In WARC events, there is typically only one MIV/FIV to cover the rally. Should this (MIV/FIV) be deployed it may result in a delay to the running schedule.

2.22 MEDICAL VEHICLE POINT

On major national rallies, medical vehicle points are located in special stages where the stage distance is greater than 15km. These points are co-located with a Radio Point. There can be more than one medical vehicle point in a special stage. The basic regulation is that a car cannot travel more than 15km or 10 minutes without passing a medical vehicle point. An MIV will be located at all medical vehicle points.

2.23 MOBILE SECURITY

Mobile Security crews are Rally officials and their primary role is to ensure the security of the rally. They will respond to any incidents that may impact on security and the safety of the rally and the public. WA Legislation makes it illegal for unauthorised entry into the areas where the Rally is being run. Mobile Security crews and all Rally Officials have the power to notify members of the public, who are trying to gain entry to the roads that have been closed for the purposes of the rally, that they are trespassing and if necessary the Police will be called in to remove them from the area.

Information relating to the roads that are to be closed to the public for the purposes of the Rally is advertised prior to the event and will include the start and finish time of the road closures. The time a road is closed may vary from stage to stage and rally to rally.

2.24 NATIONAL COMPETITION RULES (NCR)

The National Competition Rules (NCR) are those specified in the CAMS manual of motor sport and are recognised as the main body of law. They are supplemented by other items in the Manual, generally known as Appendices to the NCR. The object of the NCR is to ensure that the conduct and promotion of motor sport in Australia is carried on in a manner which secures and enhances the safety of spectators, officials and competitors and which encourages the sport to be competitive and fair.

2.25 NATIONAL RALLY CODE (NRC)

This code applies to all rallies conducted in Australia, unless specific exemption is authorised by the Board of the CAMS. Appendix A of this code defines the “A to A” timing process used on all Special Stage Rallies. Australian Rally Championship (ARC) events are conducted under the provisions of the “Australian Rally Championship Sporting and Technical Regulations”. Where ARC Regulations and the National Rally Code differ, the ARC Sporting and Technical Regulations take precedence.

2.26 NEUTRALISATION

Time during which the crews are stopped by the organisers for whatever reason where Parc Fermé rules apply. An example of this might be where the running of a special stage is delayed and Rally Control stops the field awaiting the special stage to again be ready for competition.

2.27 PACENOTES

Pacenotes (safety notes) are written by the crew during reconnaissance and then read by the co-driver during the stage to accurately describe the road ahead in extreme detail. As well as dictating the general route to be taken, in terms of turnings, junctions, etc., all notable features of the route which might affect the way it is driven at speed are included. These details include the distance between each feature, the degree and severity of bends, adverse camber, crests and jumps, surface type and conditions, potholes, special instructions to the driver, etc.

2.28 PARC FERMÉ

An area in which repairs or outside assistance is only permitted if expressly provided for by the CAMS National Rally Code and/or by the supplementary regulations of the rally and where only authorised officials are admitted.

2.29 PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, other than drinking water supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car, or the presence of team personnel as defined in the FIA World Rally Championship Sporting Regulations.

2.30 PUBLIC LIABILITY AND PERSONAL ACCIDENT INSURANCE.

The CAMS has formed partnerships with various organisations to provide insurance coverage for motor sport events in Australia. CAMS provides for Public Liability of up to \$100,000,000.00 for any one occurrence and for Products Liability in any one period of up to \$100,000,000.00. Personal Accident Insurance is also provided for clubs, competitors and members. A copy of the current insurance certificate and more details relating to insurance policies can be found at www.cams.com.au.

2.31 RADIO POINT [SOS Point]

Radio points will be at the start and finish of all Special Stages. Stages that exceed 5km in total length have Radio Points within the special stage at approximately 5km intervals. The role of the Radio Point is to enable the location of all competitors to be monitored during the Rally. Radio Points are in direct contact with Rally Control. As a car passes the Radio point the rally tracking system shows the car as having passed that location.

If there is an accident and medical assistance is required the following crew stops at the scene and assesses the situation and gathers information as to what assistance is required. This information is relayed to the next crew that passes. This crew then drive to the next Radio Point so as to advise Rally Control.

Should the special stage need to be stopped each Radio Point has a set of yellow flags which are displayed to crews. Crews are then required to slow down and proceed at a non-competitive speed to the end of the stage, or they may be required to stop or exit the stage as instructed by

the SOS Official. The SOS Officials wear a yellow vest with the Radio Point symbol on it for use in the event of a Special Stage shut down.

2.32 RALLY SIGNS

Rally signs are used to identify to the crews different control types, Radio Points, service etc. The rally signs and their positions on the road are shown in Appendix 1, 2 and 3 of this document.

2.33 RALLY HEADQUARTERS (HQ)

Rally Headquarters is the central location where the rally is administratively run from. It includes the Rally Control [“Rally Base”], Rally Results, Rally Secretariat, Rally Reception/Inquiry Desk, etc. Refer section 13 of this document.

2.34 RECONNAISSANCE (THE RECCE)

Driver and co-driver familiarise themselves with the various stages before the start of the event. They drive each special stage twice in a standard road-car during the two days preceding the rally. It is here that the co-driver writes detailed pace notes for use on the special stages during competition. Crews are required to observe all road rules and some special restrictions imposed by the rally organisers which will be communicated to the crews prior to commencing recce.

2.35 REGROUP

A stop scheduled by the organisers under parc fermé or holding park conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally.

2.36 ROAD BOOK

The ‘Road Book’ is a set of instructions issued by the organisers that show the crew where to go and the time allowed to get there.

2.37 ROAD CLOSURE

All roads used for special stages are closed for normal public use. To enforce this all significant roads leading on to the special stages are closed by either a physical barrier, e.g. locked gate or a manned road closure, where rally officials are appointed to the intersection for the purpose of blocking the road leading to the special stage. Minor tracks are closed by way of signage, plus barrier mesh, bunting or tape. Stage Security Officials have been appointed to check each stage prior to the competition cars to ensure that each road with possible access to the stage is closed. All road closure officials are supplied with a copy of the documents giving authority to close the roads, explaining barricading requirements and safety locations within each Road Closure site.

2.38 SCRUTINEERING (SCRUTINY)

Scrutineering is where competing cars are checked by specially trained and licensed officials to ensure they comply with all rules and regulations applicable to the Rally. At pre-event scrutineering cars are checked to ensure all safety related equipment and regulations are complied with. At post event scrutineering the winning cars are checked to ensure they comply with the technical specifications relevant to their specific category. Cars can be checked at any time during the rally. Cars that do not comply may be excluded. Cars may be checked at the end of each Special Stage to ensure they are safe to travel on public roads.

2.39 SERVICE

Service is defined as any work on a competing car except where limited by the event regulations. The time available is strictly limited. Crews receive time penalties for exceeding these allotted times.

2.40 SERVICE PARK/AREA

After each group of stages is completed, the cars can visit a designated service park where repairs may be carried out by the teams under strict supervision. Service Parks will also have a designated area for refueling the cars. Alternatively, the event organisers may designate a completely different area as a refuel area separate from the service park.

Modern rallies have a central service park so that teams only need to set up in a single location for the duration of the rally. In some cases there is a need to have a remote service area and remote refueling where limited work can be carried out by the teams.

Away from the service park repairs or adjustments can still be made, but only by the driver and co-driver, using only tools and spare parts carried in the car, no work is permitted on the car in Control Areas, see 2.4.

2.41 SPECIAL STAGES


The Special Stages are the competitive sections of the rally, where the crew compete as fast as possible to achieve the quickest time. They take place on private or public roads, which are closed to the general public while the rally is in progress. A typical rally will have between 8 and 30 special stages. Most rallies in WA are run over one day and comprise about 8 stages however WA also has several rallies which run over several days. WA's Cross Country rally runs over 7 days. Special Stages vary in length from 5kms to 60kms, with the cars' times being recorded after each stage to the second. A Cross Country rally has stages typically between 100kms and 300kms in length.

2.42 START OF THE EVENT

The rally starts from the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally starts at the first time control.


2.43 START CONTROL [TIME CONTROL + START]



At the start of each special stage is the stage start control/line. At the Start Control each driver is given a starting time on a set minute and then proceeds to the start line. The start signal consisting of an electronic countdown involving a series of lights is given to the driver on the set minute. The system is also set to record if the driver leaves early and if so a penalty is applied. When the start signal is given, the driver takes off and proceeds to drive as quickly as possible to the finish of the stage. The beige sign with three transverse stripes  defines the exit boundary of the stage start control area.

2.44 STOP POINT



At the end of every special stage is the stage finish control. Between 300 and 400m after the Flying Finish is the Stop Point. It is defined by the red 'STOP' board. The competing cars are required to stop and have their finish time manually recorded on their time card (time of day in hours, minutes, seconds). The beige sign with three transverse stripes  defines the exit boundary of the stage finish control area.

2.45 SUPPLEMENTARY REGULATIONS

Organisers are required to submit a compulsory official document, called Supplementary Regulations, for approval by the CAMS. The object of the supplementary regulations is to specify details relating to the rally. Details such as when and where the rally is to be held. Schedules to be met plus any other information required for entry into the rally. Regulations and information contained within these regulations is enforceable and any breaches of these regulations will be dealt with by the CAMS judicial system.

2.46 SUPER SPECIAL STAGE

A special stage designed for spectator viewing with the possibility of having more than one car starting at the same time. The length of a super special stage shall be between 1.5 km and 5 km.

2.47 SWEEP CARS


After the last competition car has entered a special stage it is followed by the 'Sweep' car. The purpose of this official car is to act as a safety car for the last competing car, in case of an accident and to advise all officials that competition has finished for that Stage and to check with the crews of any cars stopped in the stage as to their requirements. Once the Sweep has completed the stage for the last time each day Rally Control will organise for the roads to be reopened. Cross Country Rallies typically also have several Recovery vehicles following the Sweeper for the purposes of collecting any vehicles unable to continue.

2.48 TIME CARD/ROAD CARD

A card issued by the rally organisers to each competing crew for the entry, by control officials, of times recorded at the different control points scheduled on the itinerary. This includes Start and Flying Finish times and controls such as Regroup and Service etc. There are penalties for competing crews marking this time card anywhere other than where authorised or for losing the time card.

2.49 TIME CONTROL

As has been described above, a rally is all about Time. The time you leave, the time you arrive, the time you take and the time you are allowed. The rally itinerary is governed by a strict timetable called the Running Schedule. The time crews are allowed to travel from one Time Control to the next is shown in the crew's Road Book and on their Time Card. Time Controls are located at – Start of Rally, Start of Special Stages, entry and exit from Service, entry and exit from Regroups/Parc Fermé, and the Finish of the Rally.

Crews are given a set amount of time in which to travel between Time Controls. Time Controls are always preceded by a 'road' or 'liaison' section (except exits from Service, Regroups/Parc Fermé). If the crew is late to arrive at a Time Control, for any reason, they are penalised. This penalty is added to their total time for the rally. Early arrival at a time control is also penalised unless the Time Control is specifically listed as a "no early penalty control". The time is recorded from when the car passes the Yellow Warning Board  at the entry to the Time Control. Typically a crew, if early, will wait outside the Time Control (Yellow Warning board) until the correct time arrives. The Red Time Control Board is where the crew stop to have the time recorded on their Time Card. Crews can be excluded from a rally if they are late for a time control by an amount beyond their specific Late Time Limit.

2.50 TYRE MARKING/CHECKING

The number of tyres that may be used by cars during the rally is limited by the regulations. Tyres are marked and checked by Scrutineers during the rally. Cars that do not comply may be penalised.

3. Rally Officials

3.1 STEWARDS - CAMS APPOINTED OFFICIALS

The CAMS appoints the Stewards to the rally. They play a very important role on the rally; they represent CAMS and ensure the rally is run to the standards and regulations required. The feedback and reports they supply to CAMS have a direct affect on future events.

The Stewards of the Rally are the most senior officials at the event with the job of overseeing the rules, regulations and determining any judicial matters that may arise out of the competition. They can impose hefty penalties on competitors that breach regulations and make determinations on disputes regarding interpretations of rules and regulations.

They form a Panel of Stewards and typically always comprise three members headed up by the Chief Steward.

There must be a permanent communication link between the Stewards and the Clerk of the Course. During the running of the rally at least one of the Stewards would typically be in the vicinity of the Rally Control.

3.2 RALLY APPOINTED SENIOR OFFICIALS

The following officials are appointed by the Organisers of the Rally.

3.2.1 CLERK OF THE COURSE

The Clerk of the Course is the person with the ultimate responsibility of running the rally. The Clerk of Course is located at Rally Control for the duration of the event and has sole responsibility for authorising the start or stop of competition.

3.2.2 DEPUTY CLERK OF THE COURSE

The Deputy Clerk of the Course is the person who is the back-up for the Clerk of the Course, when the Clerk of the Course is not in Rally Control or is carrying out other duties.

3.2.3 CHIEF SAFETY OFFICER

This is the official in charge of safety for all special stages. The Chief Safety Officer may be located at the Rally Control, or may be on course.

3.2.4 CHIEF MEDICAL OFFICER

The Chief Medical Officer is in charge of all the medical facilities and personnel working with the rally. They are typically located in Rally Control for the duration of the event and manage the medical intervention during any critical incident.

3.2.5 CHIEF SPECTATOR MARSHAL

The Chief Spectator Marshal is the person in charge of all spectator points and will usually travel between operating spectator points to oversee their operation.

3.2.6 COMPETITORS' RELATIONS OFFICER (CRO)

The principal duty of the CRO is to provide information or clarification to the competitors in connection with the regulations and the running of the rally. There are normally two CRO's appointed to the rally. The CRO's must be easily identified and contactable by the competitors. They typically adhere to a set schedule so crews know where to find them.

In some events, the organisers also appoint **Competitor Support Officers (CSO)**. Their role is to provide advice to competitors, particularly inexperienced competitors with respect to the running of the event and in particular procedures at control locations, service locations and parc fermé locations.

3.2.7 STAGE OFFICIALS

These are officials that are appointed to each special stage, are located at the special stages and are senior officials of the rally.

a. STAGE COMMANDER

The Stage Commander is the official in charge of running a special stage. The Stage Commander is in radio contact with Rally Control and the other senior officials within

the stage. The Stage Commander is located at the Time Control prior to the start of the special stage.

b. DEPUTY STAGE COMMANDER STOP

The Deputy Stage Commander Stop is the official second in charge of running that special stage. The Deputy Stage Commander Stop is in radio contact with Rally Control and the other senior officials within the stage. The Deputy Stage Commander Stop is located at the Stop Point at the finish of the special stage.

c. STAGE SAFETY OFFICER (also referred to as DEPUTY STAGE COMMANDER SAFETY)

The Stage Safety Officer is the official in charge of safety for that special stage. The Stage Safety Officer is in radio contact with Rally Control and the other senior officials within the stage. The Stage Safety Officer is located at the Start Control of the special stage. In the event of an accident, where assistance is required the Stage Safety Officer will direct the required services and attend the accident site.

NOTE: These 'STAGE' officials are the officials that all persons must report to prior to any entry to any Special Stage, once stage setup has begun. Each is easily identifiable by the coloured tabard they wear.

3.3 IDENTIFICATION OF OFFICIALS

Various senior officials such as Stage Commanders, Post Chiefs and Spectator marshals are typically issued with coloured tabards clearly identifying their role. CAMS Stewards are typically identified by shirts carrying the CAMS logo and the word Steward.

4. Rally Cars

There are numerous regulations governing the specification of rally cars in their various forms. Typically all rally cars are nonetheless based on a production vehicle able to be granted a special registration category by the Transport authorities. However, recently the ARC has broadened the spectrum of rallying to include limited volume buggy type vehicles.



Furthermore, in recent times, rally organisers have invited dirt bike motorcycle clubs to compete in a separate event run under the auspices of Motorcycle Australia simultaneously with the running of the car rally on the same or similar course. For obvious safety reasons, the scheduling of the bike and quad competition is set such as to ensure that the rally cars do not intermingle.

Suffice to say that the type and specification of rally cars and rally 'specials' is an ever evolving and complex mosaic.

5. How is the Winner Determined?

Cars start at one or two minute intervals, racing against the clock, their times monitored and recorded on their timecards and then entered into the event computer results system. Unless they run into trouble crews rarely see each other during a stage.

At the Special Stage Start Control each driver is given a starting signal on a set minute, the signal consisting of an electronic countdown involving a series of lights.

When the start signal is given, the driver takes off from the special stage start  and proceeds to drive as quickly as possible to the finish of the stage where, as the car passes the “Flying Finish”,  its finish time is recorded as a time of day (in hours, minutes and seconds).

The driver’s time on the stage is then calculated and expressed in minutes and seconds.

As each stage is conducted, the driver’s times are accumulated. At the end of an event, the crew who have taken the least amount of time (including any penalties) to complete all the stages is declared the winner.

6. Rally ‘vs’ Race, What’s the Difference?

A race, like the Bathurst 1000, is a “car vs car” competition where the first car across the line wins. A rally is a “car vs clock” competition where the car with the lowest accumulated time from the special stages plus any penalties, wins.

7. Closing Roads for Special Stages

Like the Bathurst 1000 is run on roads open to the public for most of the year, the special stages are run on roads open to the public for most of the year. Like Bathurst, the roads are closed while the competition is running.

Once the special stage roads are closed only authorised rally traffic is permitted. All traffic is restricted to ‘ONE WAY’ travel, which must be in the direction of the rally stage.

No cars, other than ones displaying the correct pass or authorised by Rally Control and the Stage Commander, Stage Deputy Commander or Stage Safety Officer are allowed on the stage roads once closed.

Typically, the special stage roads are considered closed at the time shown in the Running/Course Car Schedule as 000 unless otherwise advised. The roads are reopened only after the Sweep Car has completed their pass of the stage and approval is given by Rally Control.

8. Entering and Driving along a Special Stage

Once a Special Stage has closed, or the process to close the roads within a special stage has begun, no entry into a stage is permitted unless authorised by Rally Command. Rally Command will be aware of the possibility of opposing rally traffic and of movements of other personnel through the stages.




Other officials, Police and Emergency Services may not be aware of these movements, especially if their vehicles are not fitted with a Rally Command radio or if they are operating on another radio network.

Rally Command will co-ordinate the communications between the different networks, and will relay this to the Stage Commander who makes the assessment of when a vehicle can and can’t access the stage. Vehicles entering stages without this necessary knowledge could cause a collision which may result in serious if not fatal injuries.

All cars, including Rally Officials, Police and other Emergency Services must have permission from Rally Command and must report to either, the Stage Commander, Stage Deputy Commander or Stage Safety Officer prior to entering a special stage.

Once a vehicle has been given permission to enter the stage, it is necessary to track the progress of that vehicle through the stage. For access to special stages the following should occur;

OBTAIN PERMISSION TO ENTER THE STAGE:

- a. The vehicle (car/bike) should stop outside the control area, prior to the Yellow  warning board.
- b. The vehicle should be parked so as not to block access to or from the control area.
- c. If the vehicle wanting access to the stage is equipped with a radio, advice should be given to the radio network operator, that the vehicle will be unattended during the period it takes to locate the Stage Commander or Stage Safety Officer. (Note: Not all vehicles are equipped with Rally Command radios – there are several networks available – Please see section 9 – Radio Networks).
- d. Obtain permission from the Stage Commander or Stage Safety Officer advising them of the purpose and intent of the entry. (I.e. intend to traverse the whole stage – erect a sponsor sign – put a road closure official into place etc.)
- e. Stage Commander or Stage Safety Officer should ensure that a Road Book, or similar documentation, that details the direction of and the route to be followed through the stage, is carried on board.
- f. Stage Commander or Stage Safety Officer must relay any information which may be encountered when traversing the stage. The distance into the stage where this may occur and any other relevant information.
- g. Stage Commander will make an assessment and with the approval of Rally Command will give permission for the vehicle to proceed to the start line . The vehicle will be held at the start line until approval to actually enter the stage has been received.
- h. At the start line  if the vehicle wishing entry into the stage is fitted with an instrument that measures distance (i.e. Terratrip), the instrument should be set to Zero. This is so that the road book can be followed and so that the distance travelled into the Stage can be advised should a problem be encountered


ENTERING AND TRACKING OF THE VEHICLE THROUGH THE STAGE:

- i. Once permission has been given, the vehicle can start the stage. The actual start time of the vehicle will be reported to Rally Command by the Stage Commander or Stage Safety Officer.
- j. If the vehicle entering the stage is fitted with a radio, the radio network operator, whether Rally Command or another network, must be advised that the vehicle has entered the stage.
- k. The Stage Safety Network Radio (SOS) should monitor the vehicles progress through the stage, and report should there be any concern if the vehicle does not pass their locations.
- l. If a vehicle stops on the stage for any reason. All radio network operators must be advised. The radio network operators should advise Rally Command of the following;

- The vehicle has stopped.
- The reason for stopping.
- The distance into the stage or instruction number in the road book at which the vehicle is stopped.
- The estimated time that the vehicle will be stopped. It may be that the vehicle intends to remain in place until the end of the stage. Or it may be the time needed to complete the purpose of their entry (i.e. to erect a sign).

VEHICLE EXITING THE STAGE

Sometimes a vehicle only traverses the stage for a short distance, to get from one point to another and will exit the stage before the Stop Control. At all times, when exiting a stage, whether part the way through a stage or via the Stop Control, notification to Rally Command and the other radio network operators must be given.

- m. Arrival at the STOP Control  is advised to Rally Command by the Deputy Stage Commander Stop, and the Stage Safety Network Radio Operator (SOS).
- n. The Deputy Stage Commander Stop should be informed of any issues or problems encountered during the vehicles progress through the stage. These issues should be relayed by the Deputy Stage Commander to Rally Command.
- o. If the vehicle that entered the stage is fitted with a radio, the radio network operator, whether Rally Command or another network, should be advised that the vehicle has exited the stage.
- p. If the vehicle exits the stage before the Stop Control point, this should be advised to Rally Command as soon as it occurs. If the vehicle is not fitted with a Rally Command radio then the other radio network operator should be advised. That other radio network operator will then advise Rally Command. Rally Command will then advise the Stage Commander or Stage Safety Officer that the vehicle has exited the stage.

9. Communication – Radios Networks.

With a rally that runs over a large area it is essential that effective communications are set up so that the further most point of the rally can have communications with Rally Control and the Start and Stop points of each stage can communicate with each other.

a. Rally Command Network

The Command Network is a radio system used for control of the Rally and is a 'controlled network'. Unless otherwise authorised all user transmissions must be directed to, or through, the controller ('Rally Base') in the Command Centre. This is essential as there are in excess of 100 radios in use on the Command Network during WA's bigger rallies such as our round of the ARC. The system operates on a VHF radio network. To cover the areas used on the Rally, a network of ground repeaters are used to relay the communications between the users and Headquarters. Where the event extends beyond one repeater, it is essential that all users select the appropriate channel on their radios depending on their location. Details of these channels are given on the Radio Channel Chart that is provided with each radio.

b. Stage Safety Network (Radio Points (SOS))

The Stage Safety Network is used to provide communication between the Special Stage Start, Special Stage Stop and all Radio Points.

The Stage Safety Network is essential with its correct and efficient operation contributing to saving lives.

In most cases the operation of the Stage Safety Network is similar to the operation of the Command Network as it uses similar equipment and also utilises repeaters to ensure coverage of all points on the Special Stage. The choice of radio equipment and channels is carefully selected to minimise the chance of interference and details of the channels to be used are provided in the Stage Safety Manual and the Safety Plan.

c. Flying Finish Networks

The Flying Finish Networks comprises a pair of MATCHED hand held radios operating between the flying finish and the stop points on a special stage. This system is primarily to transmit times between the two locations.

d. UHF Local

Many of the rally marshals utilise their own public UHF radios for ‘unofficial’ simplex [no repeater] communications to assist them with stage set up.

e. Spectator Safety

In WA rallies Spectator marshals are included in the Command channel and do not have an official stand-alone network.

f. Emergency Services Networks

Emergency Services such as Police, Fire and Emergency Services (FESA) the Voluntary Bush Fire Brigade and Ambulance Services, have their own dedicated VHF radio networks. Rally Control is in contact with these services either by the use of the “000” telephone system or by having an Emergency Services radio network Co-ordinator located near the Rally Command Centre in the Rally Headquarters facility.

10. Control of Competitors with Respect to Local Laws

The rally organisers take very seriously the traffic laws of WA. Throughout the rally, crews must observe the national traffic laws. Infringements will be referred to the clerk of the course. In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users. Should the police or the officials decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:

- That the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification
- That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise
- That the facts are not open to various interpretations.

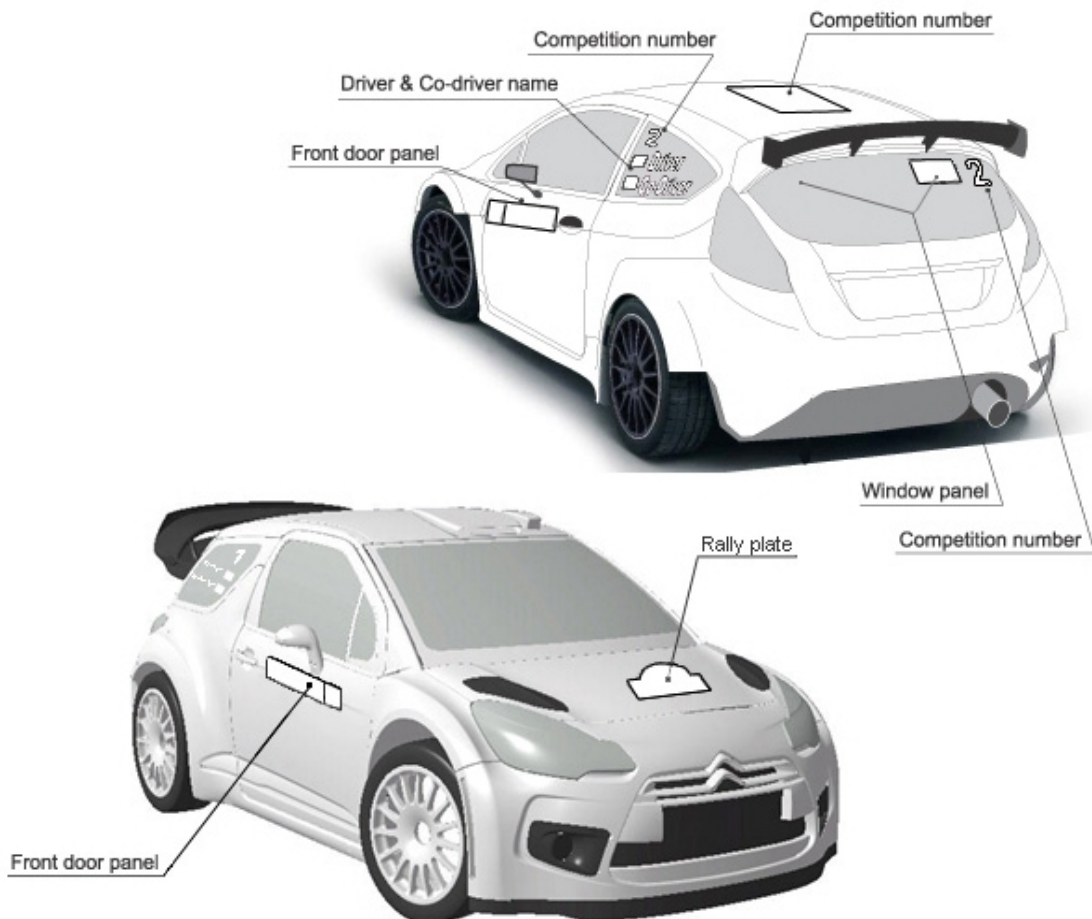
11. Identification of Vehicles Used in Rallies.

There are numerous vehicles associated with Rallying. Vehicles used by competitive crews (for both competition and reconnaissance). Vehicles used by service crews and the many officials. Rally organisers issue signage and if applicable numbers which are to be displayed on the vehicles associated with their event.

As stated previously Rally Organisers take very seriously the traffic laws of Western Australia. Not only does this apply to competitive vehicles it also applies to all vehicles directly associated with the rally. To this end any vehicle suspected of breaking any law or regulation should be noted by its car registration number, and if applicable its competition number or its rally identification sticker.

a. Competition cars

Competition cars can be identified by their numbers and the driver/co-driver information on the car as per the diagram below. Each event will be slightly different with the identification stickers but on all rallies the car number is always on the both front doors. These cars will be painted in team colours with sign-writing and sponsors' stickers.



b. Reconnaissance Cars (Recce Cars)

Recce cars will not be painted in the same livery as the competition cars; in fact they are normally a single colour. These cars will have a number on the front and rear window. They should look like any regular road car. Strict limitations also apply to the nature and depth of the tyre treads used during recce.

c. Service Cars

Mechanics and technicians are part of the competition team and are usually referred to as Service Crew. The vehicle that they use to transport the equipment necessary to service and maintain the competition vehicle is known as a Service Car. Service cars can usually be identified by Service Crew Signage and should display a coloured number on their windscreen. This number should correspond to the number of the competition vehicle they are servicing.

d. Official Cars

There are many different types of Officials working on any rally. Some of these officials are designated Course Cars (see definition 2.8) or Stage Officials (see section 3.2.7). These officials are mobile and usually traverse the same course as the competitive cars. They can be identified by having signage on their door and window panels similar to that on competition cars. Instead of numbers (apart from 0, 00 & 000), they may have a description of their role – i.e. “Setter” “Sweeper” “ICV” “Steward” etc.

The Stage Officials are also mobile, but usually are just confined to one or two stages per day. They tend to be seen only when coming and going from their stage locations. The more Senior Stage Officials (i.e. Stage Commanders etc.) would have signage similar in size and detail as the competitive cars, but may have them located on a different section of their vehicle.

Other officials may just be identifiable by a small rally sticker attached to a part of their vehicle. Some officials especially those who volunteer for most events, display a sign at the top of their windscreen that simply says “Official”.

12. Rally Headquarters (HQ), including Rally Control Centre, Results

Wherever possible Rally Headquarters are located within a facility central to the central service park area. This area will be secured from the general public and access will be controlled by officials within the HQ. The HQ is typically divided into function areas. If the facility is large enough it is possible that the division can be done by simply allocating a room for each of the functions. However if not large enough then each function is separated as best as possible (i.e. each function being allocated a corner of the facility).

- a. Rally Control [Rally Base]. This is the central hub of the rally. Access is restricted to only the most senior officials, the radio operators and other essential personnel.
- b. If available - other emergency service radio network operators and co-ordinators.
- c. Results Area. This is where all stage data is collated and results are issued from.

Visitors are generally welcome in small numbers providing the visit is coordinated through senior official and approved by the Clerk of Course. Rally HQ operates from around the time the Setter commences duties to when the Sweeper arrives safely back at HQ, and once all officials and competitors have been accounted for. In some rallies limited HQ support is available in the days prior to the rally.

13. Documentation

A Rally produces many documents that are used to communicate rules, regulations, information, instructions etc., as well as documents required by Government authorities

a. Sporting Documents

- i. Emergency Management Plan – Specifies how the rally will handle and react to an emergency
- ii. Supplementary Regulations - specific regulations, in addition to the WRC Sporting Regulations, specific to the intricacies of the event
- iii. Safety Plan– outlining communication systems and practices used in the event
- iv. Communication Plan – Information on the different radio systems that will be used for the rally. May be as simple as a Channel Chart. For small single channel rallies nothing is issued.
- v. Helicopter Operations Guide – Important information for all helicopters pilots registered for the rally. [only applies to WA’s International Cross Country Rally]
- vi. Course Car Schedule – a schedule that must be met by the course cars to ensure the event schedule is maintained. This schedule is typically embedded within the overall event schedule.
- vii. Rally Guide - These documents contain information on the rally but hold no regularity value. Typically only applies to WA’s ARC event and WA’s International Cross Country event.
- viii. Road Book – The ‘Road Book’ contains all the information for the crew to navigate the rally route.
- ix. Media Safety Guide – This document is for the media and contains information on media points and safety information for the media. Typically only applies to WA’s ARC event and WA’s International Cross Country event.
- x.

b. Other Documents

- i. Traffic Management Plan
- ii. Officials training manuals
- iii. Environmental Impact Plan

14. Non-Rally Emergencies on a Stage

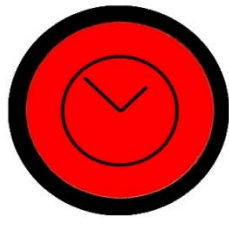
Many of the roads used for special stages (especially those used for tarmac rallies) travel past residences. During competition these residents have their access restricted. Prior to the event each resident affected is given written guidelines on what to do if they have an emergency (medical or fire) during the running of the stage. This procedure involves contacting Police via 000. Most importantly, Rally Control will be informed by the Police so it can suspend competition to allow safe access for emergency crews.

CAMS Standard Rally Signs

Note that not all signs shown in Appendix 1 , 2, and 3 are utilised on all WA Rallies



Time Control
Warning



Time Control



Special Stage Start



Radio Point
(Warning)



Radio Point



Medical Vehicle Point
(Warning)



Medical Vehicle Point



Flying Finish Line
(Warning)



Flying Finish Line



Stop Control



End of Control
Area



Service In



Service Out



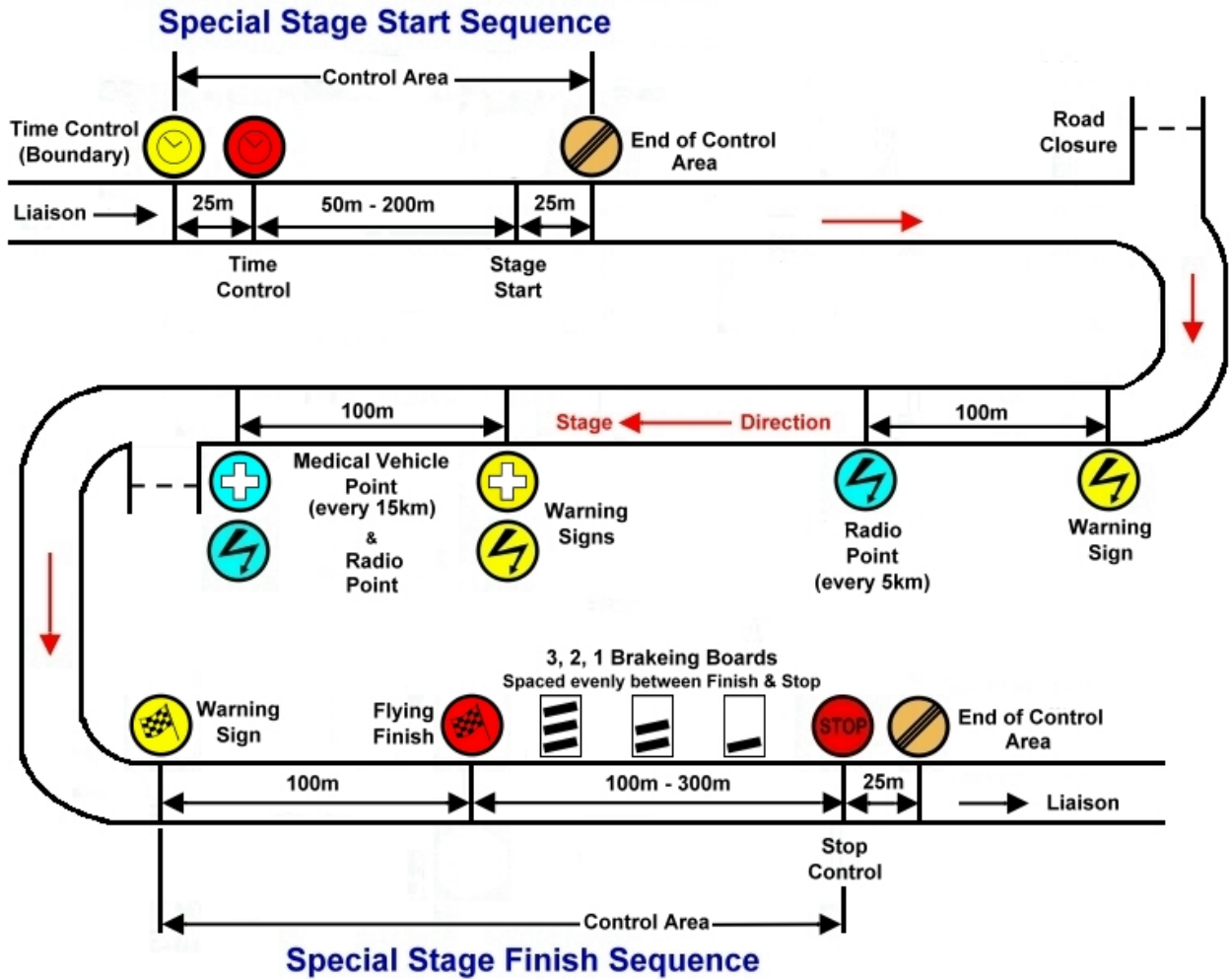
Refuel Zone



Tyre Marking/
Checking

RALLY SPECIAL STAGE SIGNS

This diagram details the layout of the most common signs found on a rally special stage.



RALLY LIAISON & SERVICE SIGNS

This diagram details the layout of the most common signs found on Liaison and Service Areas.

