

Introduction

These National Touring Standing Regulations apply to Touring Assemblies, Navigation Assemblies and Touring Road Events.

Touring Assembly

- (a) A Competition, complying with the National Touring Standing Regulations, which requires each Automobile to assemble at a pre-determined point.
- (b) The itinerary of a Touring Assembly may be compulsory, but only with simple Passage Controls and without any average speed being laid down between start and final assembly.
- (c) One or several additional Competitions, except Speed Events, may be included in the programme of a Touring Assembly.
- (d) No award of a prize valued at over \$500.00 may be allocated in respect of a Touring Assembly.

NOTE: Timed Sections are not permitted in a Touring Assembly.

Navigation Assembly

- (a) A Competition, complying with the National Touring Standing Regulations, in which navigation is used to arrive at a predetermined point/s and which may include additional Competition/s (other than any Speed Event, Race, Rally or Off Road Event).
- (b) Each Crew may be required to report at a prescribed point/s.
- (c) A time for closure of the Major Control at the end of each Division will be set. No intermediate limit of time within a Division may be set.
- (d) No award of a prize valued at over \$500.00 may be allocated in respect of a Touring Assembly.

NOTE: Timed Sections are not permitted in a Touring Assembly.

Touring Road Event

- (a) A Competition, complying with the National Touring Standing Regulations, which consists of a series of road, transport and/or navigation Sections. All or part of a Touring Road Event may be timed.
- (b) At least one Special Test must be included in a Touring Road Event. Special Tests may include:
 - (i) Speed tests including Speed Events;.
 - (ii) Closed Road Tests; and
 - (iii) Skill tests e.g., Motorkhana, navigation, Khanacross, Autotest, Average Speed
 - (iv) Other forms of tests may be carried out in conjunction with the road Sections; e.g. economy tests, Observation tests, Regularity tests.

NOTE: The itinerary of a Touring Road Event must be designed so that all relevant road laws can be complied with by each Crew

Events General (NTSR-EG)

1. DEFINITIONS (ALSO REFER TO NCR)

1.2 CONTROL - Touring Event

- (a) A defined, marked area which may be manned by Control Officials or unmanned. Relevant data of each Crew's compliance with instructions is recorded at Controls which may be either:
- (b) Major Control: A Control located at the start or finish of a Section or Division.
- (c) Passage Control: A Control located between Major Controls to verify observance of the specified route and/or Route Instruction in compliance with the Regulations.

1.3 DIVISION

A group of consecutive Sections.

1.4 DOCUMENTATION

Event documentation may consist of:

- (a) Supplementary Regulations;
- (b) Entry Form;
- (c) Any Further Regulations/Bulletins;
- (d) Vehicle Safety Check Form; and/or
- (e) Route Instructions, Maps and/or Road Book/s.

1.5 FINISHER

A vehicle with a Crew which completes the event in compliance with the event regulations and instructions.

1.6 JUDGE OF FACT

As per NCR

1.7 OBSERVATION

Information to be collected by each Crew. Wherever possible, such information must be found to the left of the vehicle when travelling in a forward direction, and any exception should be noted in Route Instructions.

1.8 CREW

Those people nominated by the Competitor and accepted by the organisers to travel in the entered vehicle.

1.9 OFFICIALS

Person/s appointed by the organisers to monitor the conduct and passage of Crews.

1.10 OFFICIAL TIME

The time shown by the timepiece of a designated Official of the event which should normally be as close as possible to the standard time used in the State in which the event is held.

1.11 PRIVATE PROPERTY

Land is deemed to be Private Property if some person/s or body is liable to pay rates and taxes to a municipal authority in respect of that land. This may include Crown land, leased land, reserved land and land leased to institutions and semi-government instrumentalities.

1.12 ROAD CARD

The official document held by each Crew upon which is recorded details of the activity of the Crew throughout the event.

1.13 ROUTE CHART (also refer to Route Instructions below)

A listing of consecutive odometer readings with corresponding instructions using:

- (a) Cumulative distance - odometer readings representing the distance between the start of the Route Chart and the relevant instructions; and/or
- (b) Intermediate distances - odometer readings representing the distance between consecutive instructions.

1.14 ROUTE INSTRUCTIONS

- (a) Information issued to each Crew from which the route is derived. It may be in one or more of the following forms:
- (i) Route Chart;
 - (ii) Tulip diagram;
 - (iii) Strip Chart;
 - (iv) The centre of a letter in a word which is underlined and in bold;
 - (v) Grid reference;
 - (vi) Description of the roads shown on the map;
 - (vii) 'Within 1 km of a specified feature'; and/ or
 - (viii) Map References in any other form permitted by the regulations for the event.
- (b) Information to derive the route will be taken from documents in the following order of precedence:
- (i) Written alterations to the Route Instructions advised during the course of the event;
 - (ii) Route Instructions;
 - (iii) Further Regulations/Bulletins in reverse order of issue; and
 - (iv) Supplementary Regulations.

1.15 SECTION

The portion of the route between successive Major Controls.

1.16 SPECIAL TEST

An activity which be added to an event and which leads to a score.

1.17 SPEED EVENT

As per NCR

1.18 SUPPLEMENTARY REGULATIONS

As per NCR.

1.19 TEAM

A group of vehicles and/or Crews which may be required to satisfy special conditions to qualify for awards as specified by the Supplementary Regulations.

1.20 VISUAL ROUTE CHECK

An unmanned Passage Control refer to NTSR-NA 5.1 (c) (iv).

2. ELIGIBILITY AND ENTRY

2.1 COMPETITOR AND CREW LICENCES

Drivers must possess current, valid civil driving licences and the Motorsport Australia licences required by Crew for the event type which must be presented to the Organisers at pre-event Documentation and upon request.

2.2 VEHICLE ELIGIBILITY

All vehicles must be legally permitted to drive on public roads used in the event.

2.3 NUMBER IN VEHICLE

- (a) No vehicle will carry more persons than its legal capacity.
- (b) The Crew must consist of at least two persons.
- (c) The only persons permitted to ride in any vehicle will be those nominated on the entry form, except in cases where personal assistance is being provided for compassionate reasons.

2.4 INSURANCE

- (a) Competitors and Crews on signing the entry form will be deemed to agree to comply with whatever insurance requirements may be laid down by Motorsport Australia.

- (b) Competitors are reminded that normal comprehensive policies may not cover the vehicle whilst engaged in competition. Similarly, many life assurance policies are invalidated during the course of the event. Third-party insurance policies for Queensland registered cars require an extension for motorsport, which is available from the insurers concerned.

2.5 ENTRIES

- (a) The entry form must be approved by Motorsport Australia Event Permits (permits@motorsport.org.au), and include the official Motorsport Australia disclaimer available from www.motorsport.org.au.
- (b) Entries will be valid only if made on the event entry form which must be properly completed, accompanied by the entry fee and received by the Organisers in accordance the Supplementary Regulations and/or the NCR.
- (c) The Organisers will bear no responsibility for any entry form or fee lost, delayed or mislaid in the mail.

2.6 TEAMS

Where a Teams' prize/s is to be awarded

- (a) Competing Teams must be nominated by a specified time prior to the start.
- (b) The organisers may group any vehicles not nominated into a Team prior to the start of an event.
- (c) Crews may be members of one Team only for each Team award.
- (d) To be eligible for a Teams' award all Crews in that Team must be classified as Finishers in the event.

2.7 STARTING AND RUNNING ORDER

Supplementary Regulations must state the method of establishing the starting order of vehicles.

3. PERFORMANCE RECORD, SCORING AND RESULTS

3.1 PERFORMANCE RECORD

- (a) The passage and performance of vehicles and Crews through and at the various Controls will be recorded by Control Officials on the Road Card carried in each vehicle.
- (b) A duplicate record will be kept by Control Officials on their Control Card.
- (c) The information recorded may be:
 - (i) times of arrival and/or departure (as applicable)
 - (ii) direction of entry (as applicable)
 - (iii) speed of competing vehicles (as applicable).
- (d) It is the Crew's responsibility to ensure that the appropriate entries are made completely and correctly on their Road Card.
- (e) If the Crew's Road Card is lost, or if there are discrepancies between the Road Card and the Control Card, the Control Card may be taken as correct at the Clerk of the Course's discretion.
- (f) Errors of recording may be corrected by Control Officials and/or other Judges of Fact up to the time results are declared to be final.
- (g) Obvious errors and/or omissions on the Road Card and/or Control Card can be corrected by the Clerk of the Course after appropriate consultation.

3.2 PENALTIES

- (a) Crew performance will be reported to the Clerk of the Course by Officials of the event. Where the performances incur penalties under the regulations applicable to the event, the Clerk of the Course will apply the penalties specified. Where the regulations state that a penalty is to be considered and applied by the stewards, and there is no steward present at the event, then the Clerk of the Course may apply the penalty.
- (b) Crews found to have committed any of the following offences will be liable to disqualification:
 - (i) Observed wilful interference with public and/or Private Property;
 - (ii) Dangerous driving;

- (iii) Breach of Motorsport Australia Alcohol Policy, Motorsport Australia Anti-Doping Policy, Motorsport Australia Illicit Drugs in Sport Policy or other applicable Motorsport Australia Policy;
 - (iv) Falsification of an entry on Road Card;
 - (v) Failure to comply with eligibility requirement;
 - (vi) Wilful interference with posted course markers;
 - (vii) Acting in a manner detrimental to the interests of the sport.
- (c) General scale of penalties (per infringement):
- (i) A penalty of 30 points will be imposed for:
 - (A) Missing or failing to report to Passage Control;
 - (B) Entering or departing any Control in the wrong direction;
 - (C) Missing or incorrect information;
 - (D) Non-compliance with Route Instructions;
 - (E) Proceeding through an Out of Bounds location;
 - (F) Any breach of any regulation not otherwise provided for.
 - (ii) Where a Crew records a Passage Control on an incorrect route on their Road Card and fails to record Passage Control on the correct route they will be penalised for whichever route incurs the greater penalty.
 - (iii) A penalty of 60 points will be imposed for:
 - (A) A Loss of a Road Card by the Crew;
 - (B) Failure to report to a Major Control;
 - (C) Failure to report damage in contravention of NTSR EG 5.3; and/or
 - (D) Failure to obey any specific or reasonable instruction of an Official.
 - (d) The following penalty will be imposed for exceeding a speed limit:
 - (i) A speeding offence detected by an Official or civil authority will incur a penalty of one (1) point per kilometre per hour over the applicable speed limit.
 - (ii) A second speeding offence will incur the penalty of disqualification from the event.

3.3 PLACINGS

- (a) The Crew with the fewest total penalty points will be placed first and the others placed in order of total penalty points.
- (b) If two or more Crews accumulate equal total penalty points a tie will be declared for the purpose of determining placings in the event. Event regulations may specify a method by which a tie can be broken to enable the awarding of trophies.

3.4 PROTESTS

- (a) The NCR specify the conditions for protests.
- (b) For the purposes of THE NCR the Competition is deemed to have finished when the final Control is closed.

3.5 RESULTS

- (a) The Organisers will publish provisional results in detailed form to all Crews.
- (b) Results must show each penalty on each Section including any deleted Section.

3.6 RETIREMENTS

Crews retiring from an Event will endeavour to notify a Control Official of that fact.

3.7 REVIEW REQUEST

- (a) A Crew may make a Review Request regarding the event in writing to the Clerk of Course detailing the reason/s for the request.

- (b) Review requests may be made:
 - (i) During the Event, up until 30 minutes after the final Control of the day and/or
 - (ii) Within 24 hours of the publication of provisional scores.
- (c) When a Crew makes a Review Request after the provisional scores have been published, and the Organisers believe that a re-score of part or parts of the event may be appropriate, they must advise all Crews of the nature of the requested review and may accept submissions from other Crews.
- (d) Any re-scoring must then be included in the revised provisional results which will then be eligible for protest under protests in the NCR, before becoming final.

3.8 VEHICLE CHANGE

A Crew may change a vehicle with permission from the Clerk of the Course.

4. CAUTIONS AND ABBREVIATIONS

4.1 CAUTIONS

The Route Instructions may identify hazards along the route that are considered as appropriate to be drawn to the attention of Crews either by words in the instructions and/or by signage on the ground. These will be identified as Cautions.

Wherever the word "Caution" is used, its degree must be indicated by the use of exclamation marks as follows:

- (a) One exclamation mark (!) indicates a hazard where difficulty might be encountered if the Crew were unaware of the hazard. It is not necessary to use the instruction "Caution" with this indication.
- (b) Two exclamation marks (!!) indicate a situation where damage to a vehicle or Crew could result from negotiating the hazard without due care. This indication must be used in conjunction with the instruction "Caution".
- (c) Three exclamation marks (!!!) indicate a severe hazard which cannot be negotiated without significant care. This indication must be used in conjunction with the instruction "Extreme Caution".
- (d) Whenever exclamation marks are used the instruction must describe the hazard.
- (e) Whenever two or three exclamation marks are used in the instructions the hazard must be marked on the route by caution boards displaying the same symbols.

4.2 ABBREVIATIONS

The following abbreviations taken in context may be used in Route Instructions:

BL	Bear left	N	North	THL	Turn hard left
BR	Bear right	RA	Roundabout	THR	Turn hard right
E	East	RBL	Road bends left	TJ	"Tee" junction
FMR	Follow main road	RBR	Road bends right	TL	Turn left
FMT	Follow main track	RD	Road	SO	Straight on
GL	Grid line	OOB	Out of Bounds	SP	Signpost
GR	Grid reference	RGR	Road goes right	TR	Turn right
GS	Grid square	RGL	Road goes left	TVHL	Turn very hard left
KL	Keep left	RJ	Road junction	TVHR	Turn very hard right
km	Kilometre	RS	Railway station	UM	Unmapped
km/h	Kilometre per hour	RW	Railway line	W	West
KR	Keep right	S	South	XR	Cross road
MPMS	Maximum Permitted Maintained Speed	SMR	Shortest Mapped Route		

NOTES:

- (a) "Caution", "Proceed with Caution", "End of Section" and "Railway Crossing" should not be abbreviated.
- (b) "Keep" implies continuing on the same road or a road of similar character. "Bear" (R or L) requires leaving the original road to travel along another, usually at a fork, or a junction of less than 90°. The use of the word "Veer" as an instruction is not permitted.
- (c) A Tee Junction is a Road Junction entered from the stem of the Tee.
- (d) The abbreviation "MPMS" only applies to Touring Road Events.

5. COMMUNITY AND CIVIL RELATIONS

5.1 TRAFFIC REGULATIONS

- (a) On roads open to normal traffic drivers must comply with all relevant traffic regulations at all times, paying particular attention to obstruction of other vehicles, noise and legal speed limits.
- (b) Traffic regulations at all times take precedence over event regulations. A Crew may be instructed to drive slowly, quietly or with some other constraint within or throughout a Section.
- (c) Judges of Fact may be appointed to monitor compliance with road traffic regulations.

5.2 CIVIL VEHICLE REGULATIONS

Each vehicle must comply with all civil road vehicle regulations.

5.3 PROPERTY DAMAGE

Any damage to public or private property must be reported at the next Major Control.

5.4 PRIVATE PROPERTY

- (a) The Clerk of the Course will obtain the written consent of the owners for the use of any private road. Public roads running through Private Property are not included in this requirement but every effort should be made to contact and obtain the agreement of the landowners concerned.
- (b) Any damage to public or Private Property must be reported to the Clerk of the Course by the Crew responsible and included in the Clerk of the Course post event report to Motorsport Australia (Permits@motorsport.org.au).
- (c) Crews detected causing wilful damage to other people's property during the course of an event may be disqualified at the Clerk of the Course's discretion, and subject to further action by the Stewards or the Clerk of the Course.

5.5 "DETOUR" AND "ROAD CLOSED" SIGNS

"Detour", "Road Closed" and similar signs must be obeyed and the correct route re-joined at the first opportunity unless Route Instructions specifically advise that the sign is to be ignored. No penalty may be imposed for lateness or for not obeying a Route Instruction if this is caused by obeying such a sign.

5.6 FIRE RISK

- (a) Organisers, Officials and Crews are to cooperate with any requests by fire authorities to take measures that will prevent or reduce the likelihood of fire during the bushfire season.
- (b) Control Officials, service crews and the public are to comply with the civil regulations governing the lighting of fires covering items such as places where fires may be lit, cleared areas around fireplaces, extinguishing of fires and periods of total fire ban.
- (c) The Clerk of the Course may stop a vehicle with a broken exhaust continuing in the event if they believe it constitutes a fire risk.

6. EVENT ORGANISATION

6.1 OFFICIALS

- (a) Subject to an Official receiving a standardised Briefing, meeting the minimum requirements and signing on as an Official:
 - (i) there will be no requirement for a Control Official to hold a Motorsport Australia Official's Licence;
 - (ii) the provisions relating to 'supervision' outlined in the National Officiating Program (NOP) do not apply to Control Officials.

(b) Each other Official will be licensed in accordance with the National Officiating Program (NOP).

6.2 ODOMETER CHECK

The Supplementary Regulations will provide details of the official odometer check for the event.

6.3 REFUELLING

The maximum distance between pump refuelling must be 350km; notwithstanding, it is recommended that this distance not exceed 250km.

6.4 REST BREAKS

A rest break should be provided after two hours driving or at the end of a Division.

6.5 CANCELLATION, ABANDONMENT, TERMINATION OF, OR ALTERATION TO, AN EVENT

- (a) The Organisers reserve the right to abandon an event if, in their opinion, the number of entries is insufficient, or if conditions constitute force majeure (Refer to NCR).
- (b) In the event of an organisational mistake occurring (e.g. incorrectly located Control), the Section/s or part/s thereof affected should be deleted from the results by the Clerk of the Course.
- (c) If the event is terminated when only part run, the Organisers will determine placings among those Crews who have not retired or been excluded to that point.

6.6 COMPETITOR/CREW COMMUNICATIONS

- (a) Organisers are to provide Crews an appropriate list of the emergency numbers.
- (b) Organisers must have access to mobile phone numbers of Crews.
- (c) Organisers may prohibit the use of mobile phones or other means of communication other than in emergency situations.

TOURING ASSEMBLY (NTSR-TA)

1. INTRODUCTION

1.1 SCOPE

This section of the National Touring Standing Regulations covers all events run under a Motorsport Australia Touring Assembly permit.

1.2 REGULATIONS APPLICABLE

Touring Assembly events are conducted under the regulations contained in 'Events General' sections of the National Touring Standing Regulations together with these Standing Regulations.

2. ELIGIBILITY

2.1 COMPETITOR/CREW LICENCES

A Touring Assembly may include Special Tests, such as:

- (a) Manoeuvring tests including Motorkhanas
- (b) Observation tests
- (c) Economy tests

The above special tests are non-speed skill tests, for which at least the driver of the vehicle must hold a Motorsport Australia Speed licence.

2.2 NAVIGATION

Where navigation is the principal means of Route Interpretation, the event is a Navigation Assembly.

3. SAFETY

- (a) Touring Assemblies are conducted on roads open to the public. At all times Crews must adhere to all civil road rules.
- (b) Route Instructions must not require Crews to travel in opposing directions unless specifically noted.
- (c) To confirm that they have been travelling on the correct route, Crews may be asked to record details or Observations or Visual Route Checks. Wherever possible, such information must be found to the

left of the vehicle when travelling in a forward direction, and any exception should be noted in Route Instructions.

NAVIGATION ASSEMBLY (NTSR-NA)

1. INTRODUCTION

1.1 SCOPE

This section of the National Touring Standing Regulations covers all events run under a Motorsport Australia Navigation Assembly permit.

1.2 REGULATIONS APPLICABLE

Navigation Assembly events are conducted under the regulations contained in 'Events General' section of the National Touring Standing Regulations, together with these Standing Regulations.

2. DEFINITIONS

2.1 MAP REFERENCE

A location on an Official Map which may be a Grid Reference or a clearly identifiable feature which is referred to in the Route Instructions.

2.2 OFFICIAL MAP/S

Those maps specified by the organisers as being necessary for interpretation of Route Instructions and other directions.

2.3 SHORTEST MAPPED ROUTE

The route that is the shortest determined from the Official Map/s.

- (a) Shortest Mapped Route Point to Point is the Shortest Mapped Route between each successive Major Control and/or VIA in a Section in the order listed in Route Instructions, without using any portion of the Section in opposing directions. A VIA may be revisited but only after first visiting it as the VIA.
- (b) Shortest Mapped Route Overall is that mapped route which is shortest from start to finish of a Section and which passes through each VIA point without using any portion of the route in opposing directions. Any VIA will not necessarily be passed through in the same order as that given in the Route Instructions.
- (c) The reference to any portion of the route in opposing directions in NTSR-NA 2.3 (a) does not apply to Road Junctions or divided roads. Refer NTSR-NA 7.1
- (d) For the purposes of interpretation of NTSR-NA 2.3 (a) the phrases "Point to Point" and "VIA to VIA" are synonymous.

2.4 STRIP CHART (ALSO KNOWN AS HERRINGBONE)

A diagrammatic representation where the required route is shown as the centre trunk of the chart and each other road is shown as a branch. Where the Strip Chart represents an unmapped road the chart must identify the distances between successive branches.

2.5 TULIP DIAGRAM

A diagrammatic representation of a part of the route depicting the route to be followed.

2.6 VIA

A feature, specified location, point on the route, or Route Chart to be visited which must be specified in Route Instructions. The word VIA as defined must be written as all capital letters. As defined, VIA is a noun and when used in Event Documentation in that form will be taken to have that meaning. The word "via" when not appearing in capital letters can be taken to have its normal dictionary meaning.

3. ELIGIBILITY

3.1 COMPETITOR/CREW LICENCES

Drivers in a Navigation Assembly must possess as a minimum a current Motorsport Australia Speed licence which must be presented to organisers at pre-event Documentation and upon request. This applies to any Crew member who drives the vehicle during the event.

4. NAVIGATION

4.1 ROUTE INTERPRETATION

- (a) The route is that which complies with the Route Instructions, Supplementary Regulations and other Event Documentation.
- (b) Each Section is a separate entity. The instructions, limitations etc. of any Section are irrelevant to any other Section, unless specifically issued for a Division or multiple Sections.
- (c) Whether mapped or unmapped the route to be followed between Major Controls and through specified locations will be Shortest Mapped Route Point to Point. Shortest Mapped Route Overall or an optional route may be followed only when specified in Supplementary Regulations or Route Instructions.
- (d) A Crew is deemed to have completed a Section when, having departed from the Major Control at the start of the Section, it enters the Major Control at the end of the Section for the first time.
- (e) A Route Instruction to use a specified road will be interpreted as a requirement to proceed along part of that road. If the requirement is to proceed along a specific part, or the full length of that road, then such requirement must be explicit. Crossing a road may not be interpreted as using that road.
- (f) Entry to Controls or VIA points must be along mapped roads unless otherwise specified in Route Instructions.
- (g) Tracks or vehicle tracks may not be used unless specifically permitted in Supplementary Regulations or Route Instructions.
- (h) Request Distance: On visiting a manned Passage Control, a Crew may ask for the correct distance at that point in the Section.

4.2 ROUTE INSTRUCTIONS

- (a) Route Instructions may be issued at any Control. The location of each Major Control in a Section or Division will be issued at or prior to the start of that Section or Division.
- (b) No Crew will be required to depart a Control at which any new instructions are issued within 2 minutes of receiving those instructions.
- (c) Where Route Instructions for a group or groups of Sections are issued simultaneously, the number of pages issued must be nominated in those instructions. It is the responsibility of each Crew to obtain such Documents and no allowances will be made should a Crew neglect to obtain Route Instructions, parts thereof, Road Card/s or Official Maps.
- (d) Where the Route Instructions for a Section extends on to more than one page, all pages should show Division and Section identification prominently on each page of the Route Instructions and must be sequentially numbered.
- (e) Where the Route Instructions require each Crew to leave a Control in a specific direction, that instruction must be first amongst the instructions for that Section.
- (f) For each Division, Route Instructions must list:
 - (i) Division number, Official Maps in order of priority; and location of Major Controls; and the approximate length of the Section or information that will allow the approximate distance to be deduced. The distances to refuelling locations should be advised at least daily.
- (g) For each Section, Route Instructions must list:
 - (i) Section number, Official Maps in order of priority where these differ from Division requirements; and the approximate length of the Section or information that will allow the approximate distance to be deduced.
- (h) Any alteration to the Route Instructions must be in writing. A copy of such alterations must be shown to or given to each Crew which should sign acknowledgement of receipt of the information. It will be deemed as sufficient compliance with this Article that the alterations are displayed at the Briefing and Crews are so advised.
 - (i) Where a change in instructions is prescribed by the Event Director or Clerk of Course, or the prescribed route is impassable, a Redirection Board must be placed. Directional and/or re-directional instructions relating to each Redirection Board must be provided to Crews in the Event Documentation.

- (ii) Any re-directional instruction will be interpreted as requiring a route to be selected to the next specified point (VIA or Control) unless the re-direction includes the instruction to re-join the route at a certain point or as per other directions.

4.3 MAPS

- (a) The Official Maps for an event must either be nominated and fully identified in Event Documentation or be supplied by the Organisers of the event. Where parts or excerpts of maps are supplied by the Organisers then the origin, original date of issue, legend and scale for the map must also be given.
- (b) For the purposes of an event each place, Road Junction, road and other feature named or described in Route Instructions is deemed to exist as shown on the Official Maps. Where a road shown on a map is intercepted by any name or map symbol then it will be deemed to join up as a mapped road.
- (c) If a feature appears on more than one Official Map or is named or described in Route Instructions then the relevant map must be expressly identified for each point or a priority of maps designated.
- (d) The Organiser will not be responsible for any inaccuracies or omissions on maps.
- (e) Where Route Instructions specify any point on a map, then that point must be specific with respect to features which are identifiable on that map, e.g.:
 - (i) "Creek Crossing GR731028", not merely "GR731028"
 - (ii) "RD400 metres N of RJ GR675504", not "GR675504".
- (f) If a Road Junction, re-alignment, unmapped road or similar is located less than 2mm apart on the map, or using the scale of the map an equivalent distance on the ground, identification or clarification of the direction intended to be taken must be given (e.g., 2mm for a 1:100,000 map equals 200 metres, 2mm for a 1:250,000 map equals 500 metres).
- (g) Adequate identification or clarification as required above by NTSR-NA 4.3(f) of a road, Road Junction or location will be deemed to be given where the angles and/or bends and/or number of roads and/or orientation and/or topographical features are similar to a road, Road Junction or location on the ground.
- (h) Where mapped roads only are to be used then unmapped roads may only be used if deemed as 'mapped' for that Division or other segment of the event as specified. Unmapped roads will be deemed as 'mapped' roads where the two extremities of an unmapped road are identified or when other methods of identification are described in Supplementary Regulations. Route Charts will also be deemed as mapped roads.
- (i) On maps using grids in excess of 25mm square, references must be given using a system which divides each side of that square to at least two decimal places.

4.4 SHORTEST MAPPED ROUTE

- (a) Shortest Mapped Route Point to Point or Overall may be specified for an entire Section or for a portion/s of a Section.
- (b) Where the Official Map for a Section shows a distance on every road to be traversed, the correct route may be determined by the sum of those distances.
- (c) If measuring aids are necessary to determine the Shortest Mapped Route between any two points and the length of any alternative course is less than 1 km or 5% different from the correct course (whichever is the greater), then additional information must be given to determine the correct course.
- (d) Intermediate instructions between Major Controls and/or VIAs may be completed in any order, except when the words 'then' and/or 'followed by' are used between instructions. When the words 'consecutive' or 'consecutively' are used in an intermediate instruction that requires multiple tasks to be carried out, then these tasks must be completed one after the other without any other intermediate instruction being undertaken between them.

4.5 TULIP DIAGRAMS

- (a) Where a Tulip Diagram is included in the Route Instructions, each must appear in an area generally not less than 20mm x 26mm and which would normally show:
 - (i) the route to be followed, by arrows;
 - (ii) the entry direction vertically upwards;
 - (iii) the relative width of roads by the thickness of the lines in the diagram;

- (iv) significant lesser quality roads or transfers from sealed to gravel roads (or vice versa) by use of dotted lines;
- (v) the location of any hazard, signpost, course marker and Control; and
- (vi) the degree of any hazard by the use of exclamation marks (Cautions).

4.6 OUT OF BOUNDS

- (a) Where an Out of Bounds instruction is included in the Route Instructions:
 - (i) Any point, road or area specified as Out of Bounds may not be entered, crossed or traversed, unless Route Instructions allow otherwise. If a road is specified as being Out of Bounds between two points, it may only be crossed or turned off at these end points.
 - (ii) Unless the Supplementary Regulations specify otherwise then an Out of Bounds condition will apply from the time the Instruction is issued for the remainder of the event.

5. CONTROL/COURSE PROCEDURES

5.1 CONTROL AND COURSE MARKERS

- (a) Types of Control markers are:
 - (i) a board (or boards) which identifies the Control boundary;
 - (ii) a green lamp, where a Control is open between sunset and sunrise, or a flag or a board which identifies the location of a Control; and
 - (iii) a board which marks a start point.
- (b) Where Major Controls and Passage Controls are identified by boards, they must be of sufficient size and be clearly visible. 450mm x 450mm is the minimum suggested size with major letters at least 300mm in height.
- (c) Where Controls are identified by boards:
 - (i) Major Controls will be identified by signs displaying a 'M' on a white board.
 - (ii) Passage Controls may be located anywhere along the correct or incorrect route.
 - (iii) A manned Passage Control will be identified by a 'P' on a white board.
 - (iv) Unmanned Passage Controls may be either an Observation, Visual Route Check or Redirection Board. To confirm visiting unmanned Controls the Crew should record the information required by Observation or the alpha and/or numeric identifiers shown on Boards on the Road Card, in accordance with Event Supplementary Regulations and as advised at the Event Briefing.
- (d) Where manned Controls are identified by Boards, they must be placed on all possible directions of entry to the Control.
- (e) Examples of all Boards to be used in an event must be displayed at the Briefing, and their use and the recording of information by Crews will be explained at this time.
- (f) A Crew which removes, alters, obstructs or interferes with a course marker may be disqualified from the event.

5.2 CONTROL OPENING AND CLOSING

- (a) A Control should open not earlier than one hour before and must open no later than the scheduled time of arrival of the first car of the field.
- (b) A Control will remain open until closed by the departure of the Control Official or by the removal of the Control identification boards.

5.3 PROCEDURE AT CONTROLS (GENERAL)

- (a) The Control Official has authority over all activities within the Control area.
- (b) Unless otherwise instructed in Event Documentation, each Crew must present their Road Card to a Control Official upon arrival to a Control, regardless of whether or not they are participating on the Section to which the Control applies and regardless from which direction they may have arrived.
- (c) No Crew/vehicle may, within sight of a Control, deviate from a road to enter the Control from a different direction.

5.4 PROCEDURE AT MAJOR CONTROLS

- (a) A Crew will be deemed to have finished a Section when:
 - (i) their vehicle passes a Control boundary; or
 - (ii) a member of the Crew presents the Road Card to the Control Official at that Control.
- (b) A Crew may elect to stop their vehicle outside a Control area provided that they do not obstruct traffic. At night, parking and tail lights must be left on. A Control Official may require a vehicle to enter Control promptly.
- (c) A Crew member may enter the Control on foot and may remain in the Control area until the vehicle enters.
- (d) Each vehicle must enter each Control under their own motive power.

5.5 CONTROL AREA BOUNDARIES

- (a) The Control area boundary must be identified by an approved Control marker/s. If the location is specified as a Road Junction or road, then the Control area must be the whole area within the fence lines for a distance of approximately 50m from the specified location.
- (b) If any of the fence lines referred to above do not exist, then they will be deemed to exist 20m from and parallel to the centreline of the road.
- (c) If Route Instructions for the next Section specify an exit direction from the Control, then the Control area may be further extended up to 20m along the exit road.

5.6 RETIREMENT

A Crew retiring from an event must endeavour to notify a Control Official of that fact. Having retired, the Crew may not re-join the event.

5.7 RE-JOINING AN EVENT

Unless precluded in the event regulations, any Crew/vehicle which is temporarily unable to continue is permitted to re-join the event at a subsequent point, provided that:

- (a) the Crew requests permission from a Control Official to re-join an event and the request has been approved by the Clerk of the Course or their Deputy; and
- (b) the vehicle re-joins prior to the passage of the sweep vehicle.

6. SCORING AND RESULTS

6.1 RECORDS

- (a) The passage and compliance with instructions of each vehicle and Crew through and at the various Controls must be recorded by a Control Official on the Road Card.
- (b) A duplicate record must be kept by the Control Official on their Control Card.
- (c) The information recorded, as applicable may include:
 - (i) Direction of entry;
 - (ii) Time of entry;
 - (iii) Acknowledgement of Observation;
 - (iv) Speed of participating vehicles; and
 - (v) Other relevant performance of a vehicle/Crew.
- (d) It is the responsibility of the Crew to ensure that:
 - (i) the appropriate entries are made completely and correctly on their Road Card at each manned Control; and
 - (ii) they record the Observations relating to any unmanned Controls.
- (e) If a Road Card is lost or if there is a discrepancy between the Road Card and the Control Card, the Control Card may be taken as correct at the discretion of the Clerk of the Course.
- (f) An error of recording may be corrected by the Control Official and/or other Judge of Fact up to the time results are declared to be final.

- (g) An obvious error and/or omission on the Road Card and/or Control Card should be corrected by the Clerk of the Course after appropriate consultation.

6.2 SUB-EVENTS

Event regulations may include special test/s and/or sub-event/s the results of which may be included in the results for the Navigation Assembly.

7. EVENT ORGANISATION

7.1 DIRECTION OF TRAVEL

Where event regulations permit the use of a road in opposing directions, those regulations and/or Route Instructions must include a warning of that fact.

7.2 OTHER COURSE VEHICLES

- (a) An official vehicle should traverse each Section not more than three hours prior to the running of the event.
- (b) In all events there should be a vehicle to sweep the course. A sweep vehicle should traverse the course at the closing of each Section. The Crew of this vehicle should, apart from driving over the course to clear Controls, ensure that gates are closed, all signs erected by the Organisers are removed, and any property damage is noted. The sweep vehicle should also make a check for any missing Crews.

7.3 COMPETITOR/CREW COMMUNICATIONS

Event organisers may prohibit the use of mobile phones or other means of communication in other than emergency situations

TOURING ROAD EVENT (NTSR-TRE)

1. INTRODUCTION

1.1 SCOPE

This section of the National Touring Standing Regulations covers all events run under a Motorsport Australia Touring Road Event permit.

1.2 REGULATIONS APPLICABLE

Touring Road Events are conducted under these Standing Regulations together with:

- (a) The regulations and definitions contained in NTSR-EG of the NTSR-NA and
- (b) Sections of the Standing Regulations Navigation Assembly as noted below in Articles 2, 4, 5, 6 and 7.

2. DEFINITIONS

Refer Article 2 NTSR-NA. The following additional definitions apply to Touring Road Events.

2.1 AVERAGE SPEED SECTION

A type of Touring Section where Crews are required to observe nominated average speed or speeds along a specified route. The following types of Average Speed Section may be used:

(a) Maintained Speed Section:

Time is checked at all Controls which are set up for the Section. The set average speed is to be maintained between each successive pair of Controls whether they are Passage, Major or Time Controls.

(b) Maximum Permitted Maintained Speed Section:

A form of Maintained Speed Section where an upper limit is set for the maintained speed. Time Allowed for the Section is specified directly and such specified Time Allowed must be at least two minutes longer than the time calculated from the maintained speed.

2.2 CONTROL

A defined, marked area which may be manned by Control Officials or unmanned where relevant data of the performance of each Crew's performance is recorded. In addition to Major and Passage Controls, there may be:

- (a) Time Control: A Control at which time of arrival or departure of Crews is noted.,
- (b) "Enter on sight" Control: A Time Control or Passage Control on a Maintained Speed Section.

2.3 SPECIAL TEST

Special Tests may be nominated Sections or form part of a Touring Section in a Touring Toad Event.

Organisers may propose Special Tests other than those described here for approval as part of their Permit application.

- (a) Skill test: A test in which the fastest time is not the sole determinant of Section score, and may include: median timing, navigation, manoeuvring (Motorkhana, Khanacross, Autotest), Average Speed, Observation, Regularity, or fuel economy.
- (b) Speed test: A test in which the fastest time is the determinant of the Section score, e.g., a Closed Road Test or a Speed Event such as a Hill Climb, Lap Dash, or Supersprint. A Speed Event may only be conducted on a track or course for which a current track licence is held.
- (c) Autotest: A skill test conducted on a sealed surface and involving a timed test of various layouts indicated by a series of cones/gates as specified in event instructions and designed to test the acceleration, braking and general manoeuvrability of the vehicle, the skill and judgement of the driver and the ability of the navigator/co-driver to direct the driver through the correct course.

2.4 SPECIAL TEST SECTION

A Section between Time Controls that is not a Transport or Touring Section, and is nominated as a Special Test or a combination of Special Tests.

2.5 TIME ALLOWED

The time specified for completion of a Section.

2.6 TOURING SECTION

A Section where the Route Instructions usually require map reading and on which the time taken in excess of the Time Allowed, in increments of not less than one minute, is applied as a penalty. A Touring Section may be untimed.

2.7 TRANSPORT SECTION

A Section with minimal driving and Navigation demands designed to take vehicles through generally built up areas from one Touring Section to another. A Transport Section may be untimed.

3. ELIGIBILITY

3.1 COMPETITOR/CREW LICENCES

- (a) Crews in a Touring Road Event with Skill Test sub-events must possess as a minimum a current Motorsport Australia Speed licence.
- (b) These must be presented to Organisers at pre-event Documentation and upon request.

3.2 VEHICLE ELIGIBILITY

- (a) Vehicle Log Books are not required for Touring Road Events but if a competing vehicle is subject of a Log Book it must be presented with the vehicle at scrutiny.
- (b) For events with Speed Tests, a first aid kit meeting the requirements laid down in the National Rally Standing Regulations - Vehicles General must be carried.
- (c) Fire extinguishers are not required for events with no Speed Tests.
- (d) Vehicles do not require blue triangles, additional bonnet catches, catch tanks or tailshaft straps.

4. COMPETITOR/CREW INSTRUCTIONS

Refer to NTSR-NA Articles 4, 5, 6 & 7. The following additional regulations apply to Touring Road Events:

4.1 ROUTE INSTRUCTIONS

- (a) Instructions that require the use of global positioning system devices are permitted.
- (b) Route Instructions containing "Caution" or "Proceed with Caution" instructions must also describe the relevant hazard.

4.2 GATES

- (a) Gates, removable panels of fencing and obvious gateways in fences on the intended route must be labelled "Navigation Assembly Entry" or equivalent by the Organisers, or be designated in a Route Chart.
- (b) Navigation Assembly Entry markers must be located so as to be visible to Crews approaching from the intended Direction. They will be removed by the Organisers at the conclusion of the event.
- (c) Whether open or shut, Crews must leave gates as they find them, i.e., gates found open must remain open and gates found closed must be closed when the Crew has passed through.

4.3 AVERAGE SPEED SECTIONS

- (a) The Time Control at the end of an Average Speed Section and all timing Passage Controls must be located so that a vehicle travelling to schedule will complete the distance between consecutive Time Controls in an exact number of minutes.
- (b) Times allowed for Average Speed Sections will be calculated from the distance recorded by the Official's vehicle.
- (c) On Average Speed Sections the correct route will be the Shortest Mapped Route which complies with the instructions for the Section except that unmapped roads which are fully route charted may be used.
- (d) The official distance for each part of an Average Speed Section will be available to Crew members from the Control at the end of that part.
- (e) An Average Speed Section may not be set along a route which traverses railway level crossings or encounters traffic lights.

4.4 LATE TIME LIMITS

In all instances where Late Time limits are imposed the following will apply:

- (a) A Late Time limit will be set for each Division.
- (b) The Late Time limit will not be less than 60 minutes per Division up to 300km. An additional five minutes will be added to this minimum for each 50km in excess of 300km.
- (c) Any Crew whose Late Time exceeds this limit at any Control other than a Division end will be deemed to have failed to report to that Control.
- (d) Any Crew whose Late Time exceeds the Late Time limit by more than 30 minutes at a Division end will be deemed to have retired from the event.
- (e) Any Crew whose Late Time exceeds the Late Time limit by 30 minutes or less at a Division end will be penalised as having missed the Division end Control.
- (f) Crews which arrive at Controls early will, subject to the appropriate penalty, have the "time early" deducted from their accumulated Late Time.
- (g) Late Time limits for a Division may not be altered after the first vehicle commenced the Division

5. CONTROLS

5.1 CONTROL AND COURSE MARKERS

- (a) Time Controls are indicated by a red "M" on a white background and Passage Controls by a red "P" on a white background.
- (b) Cautions can be indicated by a red or black exclamation mark or triangle on a white background. The use of arrow, "Wrong Way Go Back" and "No Navigation Assembly Entry" markers is strongly recommended where warranted.
- (c) If the form of the marker/s differs from the standard described above, a sample of such markers must be on view at the start or be defined in Supplementary Regulations or Further Regulations.
- (d) At the finish of all Touring Sections the Control board must be placed so as to allow Crews to pass the board in with sufficient distance to stop before reaching the Control Official/s. Where a Route Chart is used this board's location should be specified in the Route Instructions.

5.2 CONTROL OPENING AND CLOSING

Where Late Time limits apply Controls will remain open until the Late Time limit of the last vehicle has expired unless closed by the sweep official provided that all vehicles remaining in the event have been accounted for.

5.3 PROCEDURE AT CONTROLS

- (a) Unless otherwise instructed in Route Instructions, Crews must present their Road Card to an Official whenever they pass through a Control regardless of whether or not they are competing on the Section to which the Control applies. A Crew which reports to a Time Control at the end of a Section subsequent to the one on which they are competing, may elect to continue the original Section without penalty; or may elect to book into that Control and commence the Section starting from the Control.
- (b) The Control Official will record the finish time on both the Road Card and Control Card. The finish time must be recorded to the current minute.
- (c) The time of start on a Touring Section will be not less than two minutes after the vehicle's finish time for the preceding Section. On Touring Sections, the starting interval will be not less than two minutes. In dusty conditions, greater intervals are recommended.
- (d) Start times for the next Section will be allocated in the same sequence as the vehicle's actual arrival unless a Crew agrees to a vehicle behind starting the Section ahead of them. The organisers may also dispatch vehicles in ascending order of penalty, provided this has been provided for in Supplementary Regulations.
- (e) The Control Official has authority over all activities within their Control area. No Crew member may disobey the reasonable request of a Control Official.

5.4 WORKING ON VEHICLES IN CONTROL

- (a) Mechanical work is permitted in Control areas subject to the Control Official's directions on placement of the vehicle.
- (b) Control Officials will not make any time allowance to Crews carrying out mechanical work except as provided for in NTSR-TRE 5.4 (d) below.
- (c) No vehicle receiving service, nor any vehicle assisting, may obstruct the roadway or the workings of a Control. Service vehicles will remain outside the Control area except where Route Instructions specifically allow entry of service vehicles by declaration of the Control as a "Service Area" or similar. Service crews may enter Control areas in order to render assistance.
- (d) No vehicle may depart from a Control with a broken exhaust system. Any such breakage must be repaired so as to reduce the noise level to the satisfaction of the Control Official. Time will be allowed for the repair without penalty. However, all such time held will be deemed Late Time for the purpose of Late Time limit calculations.

5.5 CONTROL DEPARTURE

- (a) At Touring Section start Controls, vehicles will be held in Control until their exact start time for the competitive Section; i.e., if the start time is 7:54, then the vehicle will not leave until the clock shows 7:54:00 precisely.
- (b) Except at the start of a Division vehicles may leave Controls at the start of a Transport Section as soon as all necessary paperwork is completed regardless of whether or not their start time for the Transport Section has been reached.
- (c) Vehicles may not leave a Control in a direction opposed to a direction of entry specified in Route Instructions. This applies to all vehicles leaving a Control whether or not they are competing on the Section to which the Control applies.
- (d) Having left a Control a vehicle may return through the Control area to leave by some other allowable direction (i.e., not opposing an entry direction) provided always that the Crew reports to the Control Official each time.
- (e) Vehicles must depart from Control under their own motive power accompanied by the full Crew. Those which cannot do so should comply with NTSR-TRE 5.4 above for the purpose of repair.

5.6 UNMANNED CONTROL LOCATION

If at any time during the conduct of an event a Crew finds the position of a Time Control unmanned they will continue on course determining their due time of arrival at the next Time Control by adding together the times allowed for the Sections concerned.

5.7 ENTER ON SIGHT CONTROLS

- (a) When a competing vehicle which may reasonably have been deemed to have been identified by the Control Officials is approaching an "Enter on Sight" Control from the specified direction of entry that vehicle:
 - (i) May not deviate from the most direct route to Control which accords with Route Instructions.

- (ii) May slow down, but not stop until the Control is reached.
- (b) Crews breaching this Regulation will be booked in "on sight" at the Control Official's time.
- (c) Crews which approach an "Enter on Sight" Control from other than the specified direction of entry may, whilst outside the Control area, stop their vehicles and turn around without penalty.
- (d) At "Enter on Sight" Controls a range of at least two minutes must be allowed, during which Crews may enter the Control one minute early or late, unless otherwise stipulated in Supplementary Regulations.

5.8 PASSAGE CONTROLS

On approach from either correct or wrong direction, Crews must stop and present their Road Card to the Control Official.

6. PERFORMANCE RECORD, SCORING AND RESULTS

6.1 PERFORMANCE RECORD

Information to be recorded on Road Cards and Control Cards may include:

- (a) times of arrival and/or departure.
- (b) direction of entry.
- (c) speed of competing vehicles.
- (d) Failure to satisfy "Enter on Sight" requirements.
- (e) Compassionate pleas by Crews.
- (f) Any other relevant performance of vehicle or Crew.

6.2 PENALTIES

- (a) In addition to those offences in NTSR-EG 3.2 (b) Crews found to have departed from Control with broken exhaust will be liable to disqualification by the stewards of the event.
- (b) General scale of penalties (per infringement):
 - (i) Early arrival at the end of a Transport Section or at an "Enter on Sight" Control = two points per minute or part thereof.
 - (ii) Late arrival at the end of a Touring or Transport Section timed to the minute and at an "Enter on Sight" Control = one point per minute or part thereof.
 - (iii) Early departure from Control at the start of a Touring Section = two points per minute or part thereof.
 - (iv) Stopping in sight of an "Enter on Sight" Control on a Section completed in accordance with NTSR-TRE 5.7 above = 30 points.
 - (v) Traversing a Quiet Zone with excessive noise = 30 points.
 - (vi) Failure to report to a Time Control = 60 points.

NOTE: 'Points' may be taken to be 'minutes' where events are determined by time.

7. SKILL SPECIAL TESTS

7.1 MEDIAN TIMING

- (a) Median timing is a system of scoring for a Test or Section in which Crews are ranked by their elapsed time on a test or Section and are then penalised by their difference from the median Crew's time.
- (b) The median time is that of the middle Crew of the ranking e.g., the 10th Crew of a field of 19, the halfway time between the 10th and 11th Crews of 20. The relationship between the penalty and the time difference for the purposes of producing scores is at the discretion of the Organiser; however, it must be included in the Supplementary Regulations.

7.2 MOTORKHANA

Motorkhana: Special Tests must comply with the relevant Clauses from the Motorsport Australia Motorkhana Standing Regulations.

7.3 KHANACROSS

Khanacross: Special Tests must comply with the relevant clauses of the Motorsport Australia Khanacross Standing Regulations.

7.4 AUTOTEST

- (a) Only one vehicle is allowed on each test at any one time. Whilst competing, all Crew members must wear a safety helmet complying with a standard listed in Schedule D (refer "General Requirements for Cars and Drivers" in the Motorsport Australia Manual of Motor Sport) and at least a three-point seat belt which is properly worn and adjusted.
- (b) Organisers are required to produce diagrams of the planned Autotest/s. Such diagrams are primarily for the use of Officials for the purpose of setting up of the test (and may be different to those provided to the Crews and will be to scale. They must identify clearly and accurately the location of major features and in particular the permitted spectator locations. No straight section of the course may exceed 190 metres in length without a significant change of direction.
- (c) The Checker must check all Autotest venues prior to the event. Spectator and Officials' safety will be a priority in checking the Autotest.
- (d) All Autotests and other Special Tests will be set up and inspected to the satisfaction of the independent Checker at least 15 minutes prior to the first vehicle commencing competition.
- (e) People (including spectators and Officials) must be behind a suitable protection where Autotests incorporating slaloms or other turns are being run, or otherwise not be situated alongside the competition surface.
- (f) The Organisers will ensure all Officials will be fully briefed and signed on prior to the commencement of the Autotest and any other sub-event, noting that often Officials experienced in that sub-event may have been appointed.
- (g) An emergency plan is required for each Autotest.
- (h) A first aid-trained person, together with an appropriate first aid kit (or other first aid provider such as St John) is required at each Autotest.

7.5 NAVIGATION

A navigation test or Section need not have a Time Allowed applied; however, if there is a time stipulated the maximum average speed allowed to be set is 80km/h.

8. SPEED SPECIAL TESTS

8.1 Speed Special Tests in Touring Road Events may be:

- (a) Speed Events and/or:
- (b) Closed Road Tests.

8.2 HELMETS

Helmets complying with a standard listed in Schedule D (refer "General Conditions for Cars and Drivers" in the Motorsport Australia Manual of Motorsport) must be worn during Speed Events and Closed Road Tests.

8.3 SPEED EVENTS

Any Speed Event/s such as a Hill Climb, Lap Dash, or Supersprint included in the itinerary of the Touring Road Event which must comply with the Standing Regulations for that Competition.

8.4 CLOSED ROAD TESTS

Timed Sections on closed roads (Closed Road Tests) may be included as one or more of the Special Tests in Touring Road Events. These tests must comply with the following:

- (a) During competition in Closed Road Tests Crew members must wear clothing from ankles to neck to wrists. Clothing of flammable synthetic material, such as nylon, is not acceptable. The use of flame retardant apparel which has been homologated by the FIA is strongly recommended.
- (b) Tests must be no longer than 3km on predominantly sealed surface or 5km on predominantly unsealed surface. Waivers may be obtained if the entire course is visible to the Clerk of the Course (or Safety Official in contact with the Clerk of the Course) and a special safety plan is approved by Motorsport Australia.
- (c) Each Test is required to have a Section Commander in direct radio or similar communication with senior Officials positioned at the start, finish and at least approximately the midpoint of the Test.

- (d) A system of recording departures and arrivals must be in place in order to immediately identify any missing vehicle. A first response safety vehicle must be in place at the start of the Test.
- (e) It is strongly recommended that Closed Road Tests be run uphill only.
- (f) The maximum permissible average speed which may be attained by any vehicle in the field on any Closed Road Test is 90km/h for sealed surface or 70 km/h for unsealed surface, except that where all vehicles participating in the test are fitted with a safety cage structure which complies with the provisions of Schedule J (refer "General Requirements for Cars and Drivers") and where all Crew members hold a Motorsport Australia Speed Licence or higher, the maximum average speed permitted is 110km/h for sealed surface or 90 km/h for unsealed surface.
- (g) Any Crew whose average exceeds 70/90/110km/h as applicable above will be given a result matching the applicable limit.
- (h) The Checker is to examine all such Tests in the same manner as for a Stage 1 Rallysprint Venue, to ensure that any hazards close to the course are removed or properly protected, having regard to the minimal safety equipment normally available on such Tests.
- (i) A maximum of two sealed or five unsealed Closed Road Tests may be conducted in any one day of competition. The conduct of these tests must be in accordance with National Rally Standing Regulations - Special Stage Rallies Parts 5 and 10.
- (j) A Briefing consistent with the Motorsport Australia rally licence lecture which includes any other relevant safety issues will be conducted at each event incorporating Closed Road Tests prior to them running.
- (k) The event stewards are to inspect all Closed Road Tests, check the clocks and timings, and provide a report to the Division Manager - Safety and Race Operations at Motorsport Australia should any non-compliance with any of the applicable regulations be observed.
- (l) Prior to competition the vehicle that traverses the course beforehand (possibly Zero car) must be clearly identifiable (flashing lights and door signs).

9. EVENT ORGANISATION

9.1 MEDICAL SERVICES

A Touring Road Event must have a Medical Response Plan prepared in accordance with Motorsport Australia General Regulations Medical Services/Requirements Attachment B. Any Touring Road Event including a Speed Event must comply with Motorsport Australia General Regulations Medical Services/Requirements Article 3.3.

9.2 REST BREAKS

- (a) Rest breaks will usually be provided at the end of Divisions to allow for meals, refuelling and regrouping of the field and Officials. Vehicles must be parked as directed by the Officials in charge and may be impounded under Parc Fermé conditions - see NCR.
- (b) Each rest break so provided will allow at least 30 minutes of rest to every Crew member. If the scheduled running time from the previous rest break exceeds six hours, then the minimum will increase by five minutes for each hour or part thereof in excess of six hours.

9.3 COURSE VEHICLES

- (a) It is recommended that the Clerk of the Course or their representative drive over the entire course not more than three hours prior to the running of the event.
- (b) In all Touring Road Events there should be a sweep vehicle. The crew of this vehicle should, apart from driving over the route to clear Controls, ensure that gates are closed, all signs erected by the Organisers are removed, and any property damage is noted. The sweep vehicle crew should also make a check for any missing Crews.