



26TH AND 27TH OCTOBER 2024

A ROUND OF THE CLASSIC RALLY CLUB INC.

2024 CRC CHAMPIONSHIP SERIES

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations supplement the 2024 Motorsport Australia Manual of Motor Sport
(which is available at <https://www.motorsport.org.au>)

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2 Administration

2.1. The Event

2.1.1. The Event will be known as the 2024 Alpine Classic (“the Event”) and will be a **Club Touring Road Event with Non-Speed Special Tests**. The competition phase of the Event will be conducted over two days on public roads in the vicinity of Lithgow and Bathurst in the mid-western districts of New South Wales on 26th and 27th October 2024.

The Event will be run in three categories:

Masters: for experienced Crews who accept a higher level of challenge.

Apprentices: for Crews who prefer some additional instructions to the Masters category.

Tour: for Crews who want to enjoy the spirit of the Event and who prefer to have the Route given to them. A small amount of simple mapping may be used.

2.1.2. Crews will lose points associated with errors and/or omissions as described in Section 15 Penalties. Masters, Apprentice and Tour crews will achieve a ranking in order of points lost.

2.2. Authority and Permit

2.2.1 The Event will be held under the FIA International Sporting Code including Appendices, the 2024 National Competition Rules (NCR) of Motorsport Australia, the 2024 National Touring Standing Regulations (NTSR), these Supplementary Regulations and any further regulations or Bulletins issued.

The Event will be held under Motorsport Australia Permit Number: **TBA**

This Event will be conducted under and in accordance with Motorsport Australia OH&S, Motorsport Australia Safety 1st, Integrity and Legal, and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsport.org.au.

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au.

The Event Organisers recommend that all Competitors check their motor vehicle insurance policies for inclusion of this type of activity.

2.3. The Organising Committee

The Event will be organised and promoted by the Classic Rally Club Inc. which has appointed the following committee:

Clerk of Course	Alan Walker	Phone 0432 511 709
Event Coordinator	Lauren Walker	Phone 0401 877 704
Event Secretary	Lui MacLennan	Phone 0418 645 623
Event Director	Alan Walker	
Correspondence to:	Event Secretary	
	c/o - 44 Barrenjoey Road, Mona Vale, NSW 2103	
Email:	alpineclassic@hotmail.com	

2.4. Alteration, Abandonment or Termination of the Event

The Organisers reserve the right to abandon, alter or terminate the Event at any time, in accordance with NTSR-EG 6.5.

2.5. Disclaimer

The organisers and the Classic Rally Club Inc. accept no responsibility for any damage or injury of any sort as a result of participation in the Event.

3 Crews and Entries

3.1. Crews

3.1.1. Crew Members

A Crew is defined as being two persons, a nominated driver and nominated navigator.

Passengers as defined by the NCR's may be carried. There is no age limit for passengers. They do not need a competition licence. Passengers, and if under 18 years of age their parents / guardians, should be aware that, because they do not hold a competition licence, passengers are not covered by the Motorsport Australia personal accident insurance policy. There is an additional fee for each passenger as defined in Section 3.2.1 of these Regulations.

3.1.2. Licences

Any Crew member may drive but to do so must hold and provide proof of a current valid civil driving licence that permits driving on public roads without the need for supervision.

The Navigator / Co-Driver needs to either provide proof of a current valid civil drivers licence on Remote Registration or complete the 'Declaration of Co-Driver Without Civil Licence'.

3.1.3. Service vehicles and crews

Service vehicles and crews are not permitted on the Event.

3.2. Entries

3.2.1. General

Entries must be made on the official entry form and sent to the Event Secretary either by email or by mail to the above address prior to the closing date of Friday 11th October 2024. The entry fee for a two-person crew is \$495. Additional fees of \$140 per passenger.

Electronic Funds Transfer (EFT) details are provided on the official entry form.

After entries have closed, should any Crew withdraw from the Event more than 7 days prior to the start, \$200 of the entry fee will be refundable. After that time, the entire entry fee will be non-refundable.

The number of entries will be strictly limited to 80. Entries received after this number will be held as reserves. Successful Crews will be notified before 18th October 2024. Organisers reserve the right to refuse any entry in accordance with the NCR's.

Entry fee includes:

- a) Event entry and Motorsport Australia fees,
- b) All Official Maps and instructions,
- c) One set of competition numbers, Windscreen and Event Stickers per car,
- d) Lunches on location Saturday and Sunday,
- e) Breakfast on Saturday (at the start location),
- f) Dinner on Saturday night,
- g) 2 embroidered hats,
- h) 2 embroidered event patches,
- i) 2 Souvenir event stickers, &
- j) Membership to the Classic Rally Club Inc. for the period of the event until the end of the calendar year.

- 3.2.2. Changes in the Crew and/or vehicle after the acceptance of entry will only be permitted at the discretion of the Organisers. Any Crew or vehicle that is changed after the start may continue in the Event but will not feature in results.
- 3.2.3. The Event organisers will allocate car numbers based on competition category (Masters, then Apprentice, then Tour), in the order that entries are received and seeding, where Car No.1 will be allocated to the highest ranked Masters navigator from the previous year's event.

3.3. Protests

Protests must be lodged before 6:30pm on Monday 4th November 2024 in accordance with the NCR's.

4 Vehicles and Equipment

4.1. Eligibility of Vehicles

- 4.1.1. All registered road legal vehicles will be eligible for entry into the Event. Beyond this, vehicles do not need to comply with any part of the NRC that refers to vehicles requirements.
- 4.1.2. Preference will be given to vehicles built prior to 1 January 1994. Other vehicles will be accepted at the organisers' discretion.
- 4.1.3. It is the responsibility of the Driver to ensure the vehicle is roadworthy at all times during the Event. Officials may check vehicles at any time
- 4.1.4. First aid kits and fire extinguishers (although recommended) are not required to be carried in vehicles.

4.2. Recommended Equipment

4.2.1. Although not compulsory the following are strongly recommended:

- Fire extinguishers.
- First aid kits.
- Safety triangles.

A mobile phone should be carried, but may only be used to make calls in the case of an emergency, or to allow contact with the Event Organisers.

4.3. Banned Equipment

The use of the following are banned:

- Any device that uses Global Positioning technology to show a location on the surface of the earth or to give information to derive such a location and/or contains electronically stored maps.

5 The Event

5.1. Brief Description

The Event will be conducted over two days. The total length of the Event is approximately 800km with limited use of good unsealed roads. Fuel availability will be noted in the instructions.

5.2. Start Location and Starting Order

Vehicles will start in ascending numerical order on both Saturday and Sunday. Crews will leave the start control at 1 minute intervals, to provide separation of vehicles on the road.

5.3. Schedule

5.3.1.	Entries open:	on approval by Motorsport Australia of these Supplementary Regulations (at which time the pre-competition phase of the Event commences)
5.3.2.	Entries close:	Friday 11 th October 2024
5.3.3.	Registration:	Refer to Section 6.1
5.3.4.	Official's briefing:	6:30pm to 7:30pm Friday 25 th October 2024
5.3.5.	Day 1	Saturday 26th October 2024
	Start location	Lithgow Public School, Mort St
	7:00 - 8:00am	Breakfast, Late registration (only by special arrangement)
	8:00am	Crew briefing
	8:31am	First car starts (Lithgow)
	12:00 noon	First car at lunch - approximate
	4:30pm	First car finishes (Bathurst) - approximate
	6:30pm	Dinner at Bathurst Panthers
5.3.6.	Day 2	Sunday 27th October 2024
	Start location	Bathurst
	8:01am	First car starts
	12:00pm	First car at lunch - approximate
	4:30pm	First car finishes (Lithgow) - approximate

5.4. Presentations

Presentation will be on Tuesday 26th November 2024. All awards will be presented at the Classic Rally Club Inc. Club Night.

6 Registration and scrutineering

6.1. Registration

Opportunities for registration are as follows;

1. Remote Registration and Scrutineering (Refer Entry Form), or
2. On Friday October 25th at the Zig Zag Motel, 70 Chifley Road, Lithgow, NSW, 2790, between 5:00 & 7:00pm (please advise if wishing to take this option), or
3. On Saturday October 26th at Lithgow Public School prior to Crew Briefing (**only by prior arrangement**).

6.2. Scrutineering requirements

- 6.2.1. Competitors are required to complete the Motorsport Australia Self-Scrutiny Statement of Vehicle Compliance form. This is available within the 2024 Alpine Classic Entry Form.
- 6.2.2. Masters and Apprentice crews who intend to compete for the Alpine Cup must advise the organisers of the automatic average speed measuring capabilities of their distance measuring equipment. If the submitted Remote Registration form omits the necessary information, the crew will not be included in the Alpine Cup competition.

6.3. Registration requirements

- 6.3.1. Civil licences must be shown at Registration as per requirements detailed in 3.1.2 Licences of these Supplementary Regulations.
- 6.3.2. Crews are requested to assist the Organisers by:
- Carefully reading and complying with all correspondence,
 - Responding to requests for information promptly,
 - Completing all forms in clearly legible handwriting,
 - Checking the currency of your documents prior to The Event to allow time for renewal if needed, &
 - Getting their entry in early.

7 Route Instructions

7.1. General

- 7.1.1. Different instructions will be provided for Masters, Apprentices and Tourers. The Route may also differ for each category.
- a) Tour instructions will generally be provided as Route Charts however a small amount of map reading and or plotting may be included.
 - b) Masters and Apprentices instructions will require Crews to plot a Route using the supplied maps. Apprentice instructions will include additional information intended to reduce the level of difficulty.
- 7.1.2. Road Cards will be issued to all crews at the beginning of a Division. Each Crew is solely responsible for its Road Card, and must ensure that entry number is completed in the space required. Crews must surrender the Road Cards to officials at Controls.
- 7.1.3. All route instruction distances will be given in either kilometres and or miles rounded as considered appropriate by the Organisers. The conversion factors will be 1 km = 0.621 miles. The survey vehicle recorded a distance of 5.00 km over a standard RMS Distance Check.
- 7.1.4. Any Crew retiring from the Event must notify a Control or Event Official. Phone numbers will be found in the Emergency Plan in the Route Instructions.

7.2. Navigation and Maps

- 7.2.1. Information used to derive the correct course shall be taken from documents in the following order of precedence:
- 1) Written alterations to the Route Instructions issued during the course of the Event.
 - 2) Redirection "Z" boards and associated instructions (Master and Apprentices only).
 - 3) Route Instructions.
 - 4) Bulletins in reverse order of date issue.
 - 5) These Supplementary Regulations.
- 7.2.2. Only one set of Official Maps and instructions will be issued to each crew on each day or as required. These will be sufficient to complete the Event. Crews may use additional maps if they wish (although only roads derived using the Official Maps shall apply for the event). For each Section, maps will be named in order of priority.
- 7.2.3. NTSR-EG 5.5 is replaced with "Except at obvious road works, the Official Maps and Instructions are deemed to be correct and overrule signs such as "Road Closed", "Detour" and similar. Crews encountering such a sign should proceed on the basis that the Event Organisers will have placed a "Z" board to provide further instructions at or leading up to any actual impassable roads on the correct route".
- 7.2.4. For the definition of a **VIA** refer to NTSR-NA 2.6.
- 7.2.5. NTSR-NA article 2 DEFINITIONS is supplemented as follows; "**SPECIFIED LOCATION**: A Map Reference through which Crews may be required to pass."
- 7.2.6. NTSR-NA article 2.1 is replaced as follows; "**MAP REFERENCES** - Locations on the Official Maps that are explicitly specified in the Route Instructions, and which may be defined by;
- (a) *Grid references for 1:250 000 and 1:100,000 scale maps, or*

- (b) Features on the maps, including precisely defined points (e.g. **Parramatta Post Office**), the centre of a letter in a word or name (where in the Route Instructions, that letter is bold and underlined – e.g. Canberra), or
- (c) Map traces (which may be represented in the Route Instructions in any orientation and or scale), or
- (d) Compass bearings, or
- (e) Herringbones (stick charts) where instructions may not show distances between road junctions and an intersection will be deemed to exist for the purpose of an unmapped herringbone instructions if any of the roads at that intersection have a name sign or a sign pointing to a location, or
- (f) Tulips where instructions may not show distances between road junctions and an intersection will be deemed to exist for the purpose of unmapped tulip instructions if any of the roads at that intersection have a name sign or a sign pointing to a location.
- (g) Clock-reference, or
- (h) Other method at the discretion of the Clerk of Course.”

7.2.7 NTSR-NA article 2.3(a) is replaced as follows “Shortest Mapped Route VIA to VIA is the Shortest Mapped Route between each successive VIA in a Section as numbered in the Route Instructions without using any portion of the Section in opposing directions unless specifically permitted by the route instructions. Where it is required that Crews derive a course between VIAs that visits Specified Locations, then it is permitted to visit these Specified Locations in any order, including overlapping instructions, unless a specific sequence is implied by words or phrases such as “then”, and/or “followed by” between the Specified Locations. A VIA maybe revisited, but only after first visiting it as the VIA.”.

7.2.8 NTSR-NA article 2.3(b) is replaced as follows “Shortest Mapped Route Overall is that mapped route which is shortest from start to finish of a Section and which passes through each VIA without using any portion of the route in opposing directions unless specifically permitted by the route instructions. Any VIA will not necessarily be passed through in the same order as that given in Route Instructions.”.

7.2.9 NTSR-EG 1.14 defines the various types of **ROUTE INSTRUCTIONS** you may encounter.

7.2.10 The requirements of NTSR-NA 4.2(b) do not apply to the Event. Where instructions are issued to Crews at the Control, time has been included for plotting and or the initial direction of exit from the Control will be in the form of a Route Chart / specific instruction.

7.2.11 Route Chart instructions will have distances provided in either kms or mls (or both) and may be given in any order.

7.2.12 The abbreviations provided in NTSR-EG 4.2 are supplemented and clarified as follows;

UOR	Use Obvious Road/s	SW	Southwest	NW	Northwest
mi	mile	SE	Southeast	NE	Northeast
TJ	<p>is a RJ where the road at the top of the “Tee” is straight in the vicinity of the junction, and the stem of the “Tee” may join with the straight road at any angle, and where the Crew must enter the junction from the stem of the “Tee”.</p> <p>i.e. - TJ maybe right angled: “T” or angled (italics shaped): “T”</p>				

7.2.13 Details of the action to be taken as prescribed by NTSR-NA 4.3(f) will be considered 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.

7.2.14 NTSR-NA 4.1(a) is supplemented as follows “The Route is to be followed along the Shortest Mapped Route VIA to VIA (unless stated or implied otherwise in the Route Instructions) according to the Official Maps.”.

7.2.15 NTSR-NA 4.1(b) is deleted.

7.2.16 The Route Instructions may use any of the mapping reference conventions as shown on the Official Maps. Any definition or word usage in the Official Maps’ Legend takes precedence over common usage. The maps and their legends are deemed to be correct.

7.2.17 All instructions given refer to how roads, features etc. appear on the Official Maps unless otherwise stated.

7.2.18 Grid lines on the Official Maps are deemed to run N/S, E/W unless implied otherwise in the Route Instructions.

7.2.19 Where the Route Instructions define the Route as “passing”, “keeping” or “leaving” a Map Reference on the left or right, the Map Reference will be within 2 km and at a right angle to a road that is being traversed in the correct direction of travel (not while turning in a RJ). e.g. “Leave 3 railway stations on your left” means that each of the 3

railway stations will be mapped within 2 km at right angles to the Route and will be mapped on the left in the correct direction of travel. Once "passed" or "left" on one road, the same mapped feature will not be considered to be "passed" or "left" again unless the Crew has first travelled through a mapped road junction.

- 7.2.20 Any VIA may be visited again without being specified again, but only after first visiting it as specified in the Route Instructions. Specified Locations described between VIA's may be visited before being specified.
- 7.2.21 Where a road on a map is intercepted by any name or map symbol, then it shall be deemed to join up underneath that name or symbol as a mapped road.
- 7.2.22 Where the Route Instructions require that a Map Reference be "crossed", the organisers consider that the Map Reference must be visible on both sides of the road that crosses the Map Reference. Where a Map Reference runs along the road but is not visible on both sides, the organisers do not consider that this road crosses the Map Reference.
- 7.2.23 All Controls and RJs must be entered according to the direction given or implied in the Route Instructions.
- 7.2.24 For the purposes of the Event, dual carriageway is considered to be two separate roads and travel is permitted in the correct direction on either road without being considered to be traveling in opposing directions.
- 7.2.25 Only mapped roads or "deemed mapped roads" are to be used. Unmapped Roads may only be used if deemed as "mapped".
- 7.2.26 Unmapped Roads shall be deemed as "mapped" roads where this is defined by some method in the Route Instructions and/or where the two extremities of the Unmapped Road are identified in the Route Instructions and or where Route Chart Instruction is provided. All roads thus specified are, once used, deemed to be "mapped" on all Official Maps for the entire Event.
- 7.2.27 In order for a Crew to be considered to be on an incorrect road, that Crew must have travelled on a mapped or deemed mapped road for a minimum distance equivalent to 2mm in length on the map that details the area of the road used (0.5 km on a 1:250,000 scale map or 200 m on a 1:100,000 scale map). Any Masters or Apprentice Crew found to be travelling on an unmapped road shall be deemed to be on an incorrect road.

8 Controls, Observation Points and Timing - General Provisions

- 8.1.1 Controls in accordance with NTSR-TRE article 5 will be used to maintain the Event schedule and to record Crew's performance.
- 8.1.2 The precise location of any Control for all timing and distance purposes will be the position of a Control Board adjacent to the Route within 10 metres of the road surface and visible on approach in the correct direction of travel. Control Boards may also be placed on other approaches to the Control.
- 8.1.3 The zone from the Control Board to a marker cone approximately 50m beyond the officials' position is defined as the Control Area. The area between and behind the marker cones within approximately 5m of the Control Official's location is defined as the Control Official's Safety Zone.
- 8.1.4 Officials located in the Control Official's Safety Zone will carry out all marking of Road Cards. The signature of a Control Official must authenticate times entered at Major Controls and Passage Controls. The onus is on the Crew to ensure that this is done.
- 8.1.5 Any intrusion of a competing vehicle into the Control Official's Safety Zone or knocking over a marker cone will be penalised. The Organisers will take any incident relating to safety most seriously.
- 8.1.6 Vehicles may not be worked on within any Control Area.
- 8.1.7 All Controls will be declared open 10 mins before the due entry time (as calculated by the allowed time for each Section) of the first car on the Route.
- 8.1.8 All Controls will remain open until 60 mins after the due time of the last car on the Route unless closed earlier by the sweep car, or if all Crews have arrived at that Control. The finish Control at the end of each Section will remain open until 90 mins after the due time of the last car unless closed earlier by the sweep car, or if all Crews have arrived at that Control.

9 Controls, Observation Points and Timing – Specific Provisions

9.1 Controls

- 9.1.1 All Control Boards will be on a white board displaying red letters and or numerals; “M” for a Major Control, a “P” for a Passage Control. VRC signs have further alpha/numeric on a “P” board. Samples of the Control Boards will be displayed at the Crew briefing. Redirection Boards may be used where a mapped road cannot be entered and at other locations at the discretion of the organisers. These are “Z boards”, a form of VRC with a large “Z” and an additional alpha/numeric identifier. Masters and Apprentice Level Crews should record the Z and the identifier in the appropriate location on their Road Card (Tour Crews should not record ‘Z boards’). Appropriate redirection instructions relating to a Z board will be provided with the route instructions. Note that in the Event Z boards may be used in various situations, including but not limited to; at road realignments, or when clearly mapped roads on the Event Route no longer exist, or are now impassable, or the Director does not want Crews to continue on the road ahead.
- 9.1.2 Passage Controls, VRCs and Redirection (Z) boards may be located on either the correct or incorrect Route. All correct VRCs on the correct Route will be on the left hand side of the road in the correct direction of travel. Redirection ‘Z boards’ may be on either side of the road, their placement being dependent on the location or nature of the road that is not to be used, and where possible will be displayed at right angles to the road direction that they are used to mark.
- 9.1.3 Major Controls displaying the “M” board need not be entered on sight unless the Route Instructions specify otherwise. Where the Route Instructions imply that a Major Control is to be “entered on sight”, Crews may not significantly vary their speed within sight of the Control, except to slow to a safe speed immediately before the Control. Any Crew seen by a Control Official on an Incorrect Road may be noted to have entered that Control from the wrong direction and at the time that they were first noticed on the Incorrect Road.
- 9.1.4 NTSR-TRE 2.2(b) is replaced with “‘Enter on sight” Control: All Passage Controls on the correct route and displaying the “P” board.’
- 9.1.5 NTSR-TRE 5.7(a) is replaced with “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 any direction of entry that vehicle:
- (i) May not deviate from the most direct route to Control.
 - (ii) May not significantly vary their speed within sight of a Passage Control, except to slow to a safe speed immediately before entering the Control.”
- 9.1.6 NTSR-TRE 5.7(c) and (d) are deleted.
- 9.1.7 Passage Controls may be at undisclosed locations on the Route. Any Crew seen by a Control Official on an Incorrect Road may be noted to have entered that Control from the wrong direction and at the time that they were first noticed on the Incorrect Road.
- 9.1.8 Unless otherwise noted in the Route Instructions, or nominated as an “enter on sight Control” in the Route Instructions, vehicles may wait at a safe location in sight of a Major Control until their due time. Once they pass the Control Board their time will be recorded. Waiting vehicles must park safely so as not to obstruct either the road or the visibility of the Control Board.
- 9.1.9 Under no circumstances should any vehicle be stopped in a position that would obscure the visibility of any Control Board, VRC or Z board to other Crews.
- 9.1.10 At the discretion of the organisers, multiple VRC boards, Z Boards or Passage Controls may be located such that an increase penalty is assigned to areas considered by the organisers to be of particular navigational challenge (and this should not be considered by crews as “Double jeopardy”).

9.2 Questions and Observations

- 9.2.1 All answers to questions will be on the left hand side of the road in the correct direction of travel unless noted otherwise in the instructions.
- 9.2.2 Questions may be given in any order.
- 9.2.3 OBSERVATION as per NTSR-EG 1.7.
- 9.2.4 Proof of having visited observation points may include answering questions or noting information from Visual Route Checks (VRCs). Answers to questions are to be written in the corresponding numbered spaces provided on the Road Card. If the answer to a question is missing, or when instructed by the Event Organisers, the Setup Official will place a VRC board upside down at the location where the answer should have been. Write the VRC

alpha/numeric in the appropriate question space on the Road Card the correct way up. VRCs are to be recorded in the spaces provided on the Road Card in the order of observation on the road and as implied by the small arrows on the Road Card..

- 9.2.5 There will be an Observation (a question or VRC) visible within the first kilometre of any section of actual unsealed road on the correct Route. This does not apply to roadworks, or in locations where the unsealed road is continuous after a sealed road and where an observation was placed without an opportunity to turn off the sealed road onto a mapped road before the road becomes unsealed.

9.3 Timing

- 9.3.1 The target check in time at the end of each Section is determined by either; 1) adding the time allowed in the instructions to complete the Section to the starting time of the Section, or 2) by travelling at the required Overall average speed as noted in the Route Instructions until arriving at a Passage Control or a Major Control at the end of an Average speed section.
- 9.3.2 NTSR-TRE 5.3(b) and (c) are omitted.
- 9.3.3 Current minute timing will be used at Major Controls (other than those designated as "Enter on sight" Controls, in which case timing to the second shall be used). Current minute timing means that the time marked on a Crew's card for starting and finishing a Section will be the hour and minute that is showing on the digital Control clocks at the time your car passes the Control Board (or when the Road Card is presented to officials at "walk in" controls). Seconds are disregarded e.g. 10:23 refers to any time from 10:23:00 and 10:23:59.
- 9.3.4 Time of entry into the Control and time of exit may not necessarily be the same time. Entry time will be taken as the vehicle passes the Control Board, or at "on foot" controls when the driver puts the Road Card on the desk in front of the appropriate control official. The time of entry into the Control and any other details will be recorded by officials located in the Safety Zone.
- 9.3.5 In some circumstances (such as an accident or where there is a delay on the route), more than one vehicle may reach a Major Control on the same minute, a Control Official may hold Crews in Control and allocate a different time of exit.
- 9.3.6 Crews may nominate an entry time into an end of Leg Major Control that is later than their actual entry time, but this may only be done if officials have signalled the Crew to enter the Major Control early. Crews must wait outside of the Leg Major Control before officials may signal early entry into the Control. Crews that enter the Control without being signalled to enter early or fail to nominate a later time will be marked as having entered the Control at the time they pass the Control Board.

9.4 Average Speed Tests

- 9.4.1 Overall Average Speed and Maintained Speed Tests may be incorporated on roads open to other traffic. Crews will be given sufficient information to determine the average speeds required to be sustained during the Tests.
- 9.4.2 An Average Speed Test will start at a Major Control and finish at a Passage Control or Major Control. There may be Passage Controls and intermediate timing points during the Tests. All Passage Controls and intermediate timing locations will be at least 5 kilometres from the start. Where a Maintained average speed section test concludes at a Passage Control, Crews will be informed at the Passage Control that the Maintained average speed section test has concluded. Where a Maintained average speed section test concludes at a Major Control, Crews need not be informed that the Maintained average speed section test has concluded.
- 9.4.3 The time over a Maintained speed section test will be measured and scored to the second as described in 15.5 Maintained average speed test. Crew's start time is at the beginning of their start minute.

9.5 Regularity Tests

- 9.5.1 Regularity Tests may be incorporated on roads open to other traffic. Crews will be required to repeat their time performance from an earlier traverse of the test course.
- 9.5.2 A Regularity Test will start at a Major Control or Passage Control and finish at a Passage Control or Major Control. There may be Passage Controls and intermediate timing points during a Regularity Test. All Passage Controls and intermediate timing locations will be at least 5 kilometres from the start.
- 9.5.3 Where a Regularity Test concludes at a Passage Control, Crews will be informed at the Passage Control that the Regularity Test has concluded. Where a Regularity Test concludes at a Major Control, Crews need not be informed that the Regularity Test has concluded.
- 9.5.4 Where a Regularity Test concludes at a Major Control, that control shall be entered on sight.

9.5.5 The times in a Regularity Test will be measured and scored to the second as described in 15.6 Regularity tests. Crew's start time is at the beginning of their start minute.

9.6 Late Time

9.6.1 Crews will start each Day with zero Late Time. The maximum allowable Late Time for each individual Section will be 30 minutes. The maximum total allowable Late Time for each Leg and over the entire day will be 90 minutes.

9.6.2 A Crew arriving at a Control after their maximum allowable Late Time may find the Control has closed and will be deemed to have missed that Control. In such a case, Crews should make every effort to hand in their Road Card to an official as soon as possible.

9.7 Special Tests

9.7.1 One or more Special Test's may be conducted during the event. Details of the nature of the Special Test will be provided in the Route Instructions.

10 Judges of Fact

10.1.1 Event Officials are deemed to be Judges of Fact in relation to:

- Time of arrival and departure from Controls.
- Significant variation of speed on approach to an "Enter on Sight" Control.
- Direction of entry and exit at Controls.
- Observation of quiet zone procedures.
- Deviation from Correct Route.
- Conduct of Crews including speeding.
- Sound attenuation of exhaust systems.

10.1.2 Private radar will be used to monitor Crew conduct on public roads. Penalties will be imposed as noted in Section 15.1 Breach of Rules.

11 Results

11.1 General

11.1.1 Penalties will be expressed as points lost on the Event. The total number of points lost throughout the road Sections and other penalties will determine the final results.

11.1.2 The Crew with the lowest total in each category will be proclaimed the winner of that category, the next lowest second and so on.

11.1.3 Ties in all categories will be resolved firstly based on Furthest Cleanest, secondly based on the age of the Crew's vehicle (the older vehicle having the advantage) and thirdly by placing in a Special Test.

12 Awards

Trophies will be presented for

Masters Category 1st, 2nd, 3rd (Driver and Navigator)

Apprentice Category 1st, 2nd, 3rd (Driver and Navigator)

Tour Category 1st, 2nd, 3rd (Driver and Navigator)

Passengers will not receive trophies.

Perpetual "ALPINE CUPS" will be awarded to the highest placed Masters or Apprentice Crew in accordance with the appropriate requirements as described in Section 14.

13 Drug Policy

13.1 Alcohol, drugs and other substances

Any participant or official may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au.

14 The ALPINE CUP - Scoring.

The ALPINE CUP will be awarded to the Masters or Apprentice Level Crew that achieves the lowest score when considering the following weighting factors that are used to encourage the use of older vehicles and more traditional navigation equipment. The lowest ALPINE CUP score for the Event will be awarded this prestigious accolade.

Age of car Weighing Factor (AWF) = $100 - (\text{Current year} - \text{year of manufacture})$

Navigation Equipment Weighting Factor (NEWF) = 1 for trip meter devices that cannot automatically calculate average speed or the car's original mechanical odometer. 2 for trip meter devices that are capable of automatic calculation of average speed.

Category Weighting Factor (CWF) = 1 for Masters Category Crews, and 1.5 for Apprentice Category Crews.

Example 1;

For the 2015 event, a 1955 MGA would have attracted an AWF calculated as $100 - (2015 - 1955) = 40$. If that car had been fitted with an electronic trip meter capable of automatically calculating average speed, then it would have attracted a NEWF of 2. For a Masters Category crew with a CWF of 1 would therefore have an overall weighing factor multiplier of $1 \times 2 \times 40 = 80$. For an Apprentice category crew with a CWF of 1.5 would therefore have an overall weighing factor multiplier of $1.5 \times 2 \times 40 = 120$.

Example 2;

For the 2015 event, a 2010 Ford Falcon would have attracted an age AWF calculated as $100 - (2015 - 2010) = 95$. If that car had been fitted with a trip meter incapable of automatically calculating average speed, then it would have attracted a NEWF of 1. For a Masters category crew with a CWF of 1 would therefore have an overall weighing factor multiplier of $1 \times 2 \times 95 = 190$. For an Apprentice category crew with a CWF of 1.5 would therefore have an overall weighing factor multiplier of $1.5 \times 2 \times 95 = 285$.

15 Penalties

The following penalties replace those detailed in NTSR-EG 3.2.

15.1 Breach of Rules

15.1.1 General

The following breaches of the rules may result in the penalty of "Disqualification".

- Irregularity of Crew or vehicle ID.
- Road Card alteration.
- Intrusion of a Safety Zone.
- Unsportsmanlike conduct.

In the Event of disqualification from the Event a Crew must withdraw from the Event immediately, remove all Event numbers and forfeit all further privileges of a Crew and all monies or rights associated with the Event.

15.1.2 Breach of Posted Speed Limits

Speeding offences whether detected by officials or police will result in a penalty of 1 point per km/h over the posted speed limit. Where the offence is detected by the event officials speed detection device a tolerance of 10% of the posted speed will be allowed before penalty.

Any Crew detected travelling at a speed that exceeds the posted speed by more than 30 km/h (with the 10% speed tolerance accounted for) shall be disqualified from the Event.

15.2 Breach of the Event Schedule

The following penalties will apply

Breach	Penalty
Loss of, or failure to hand in Road Card.	500 points.
Being late at Leg start.	1 point per minute late, to a maximum of 30. (A Crew who is more than 30 mins late at a Leg start will be deemed to have missed the Leg.)
Being early at a Major Control.	2 points per minute early.
Being late at a Major Control.	1 point per minute late, to a maximum of 60 (after which the Control is deemed to have been missed.) The maximum allowable total Late Time per day is 90 minutes. If a Crew's Late Time is exceeded, they will be deemed to have missed subsequent Major Controls on that day.

15.3 General Penalties

The following penalties will apply:

Breach	Penalty (each instance)
Using a banned electronic device.	100 points.
Missing a Major Control or entering a Major Control more times than required by the Route Instructions.	60 points.
Recording the answer to a question based on an observation on an incorrect road.	30 points.
Entering any Control from the wrong direction (WD).	30 points.
Finding a VRC, Z board or UPC on the wrong Route (incorrect road).	30 points.
Missing a Passage Control on the correct route or entering a Passage Control more times than required by the Route instructions.	30 points.
Missing or not providing the correct answer to a question on a correct road.	15 points.
Missing a VRC or Z board on the correct route.	15 points.
Recording a VRC and or Z board on the correct route more times than required (each instance).	15 points.
Tour crew records a Z board.	5 points.
Tour crew recording a question that is only partially correct (Incorrect spelling, Upper & Lower case and or punctuation, et cetera).	5 points.
Noting a VRC out of sequence on the Road Card.	5 points.
Noting a question out of order, or in the incorrect location on the Road Card (each instance).	5 points.

15.4 Overall average speed sections

Incorrect time: either side of correct time.	1 point per 5 seconds or part thereof either side of correct time with an un-penalised allowance of 15 seconds either side of correct time.
Maximum loss of points associated with timing penalties in a Maintained average speed sections is:	30 points.

15.5 Maintained average speed tests

Incorrect time: either side of correct time.	1 point per 5 seconds or part thereof either side of correct time with an un-penalised allowance of 15 seconds either side of correct time.
Stopping / excessive slowing in sight of an 'enter on sight' Passage Control in a maintained average speed test.	Recorded time at Control will be the time that the Control Officials notice the excessive reduction in speed or stopping.
Maximum loss of points associated with timing penalties in a Maintained average speed test is:	30 points.

15.6 Regularity tests

Incorrect time: either side of correct time.	1 point per 5 seconds or part thereof either side of correct time with an un-penalised allowance of 15 seconds either side of target time.
Stopping / excessive slowing in sight of an 'enter on sight' Passage Control in a regularity test.	Recorded time at Control will be the time that the Control Officials notice the excessive reduction in speed or stopping.
Maximum loss of points associated with timing penalties in a Maintained average speed test is:	30 points.

15.7 Special Tests

Incorrect Route (where applicable).	Slowest time of day plus 5 seconds.
Touching a cone or marker that results in its relocation.	+ 5 seconds per cone.

The Special Tests will not be scored as part of the Event unless a secondary tie-breaker is required.

16 Event Review

An "Event Review" is not considered to be a Protest as per the NCR's. An Event review may be requested by Crews in writing at any time during the Event and up until 1 hr after the last Crew has arrived at the end of the last Leg.

In the event that a Crew formally requests an Event Review, the Event organisers will consider the written request and the details that are the subject of the Event Review. The provisional results may not reflect the results of the Event Review, however the final results will reflect any re-scoring that may result from an Event Review request.

