

AUSTRALIAN SPORTING CAR CLUB LIMITED



ESTABLISHED
1930

AUSTRALIA'S PREMIER RALLY CLUB

member club of the Confederation of
Australian Motor Sport

Organisers of the following rallies:
(with experience in planning, promotion & publicity)



SOUTHERN CROSS INTERNATIONAL RALLY

Australia's Premier Rally
October



BEGA RALLY

Senior Round of the Australian
Rally Championship
June



KEVAN HOULEY MEMORIAL RALLY

Leading Novice Rally in N.S.W.
March

Enquiries regarding Membership, Sponsorship,
Competition, Officiating contact:

AUSTRALIAN SPORTING CAR CLUB LIMITED

P.O. BOX 72, REDFERN, N.S.W., AUSTRALIA, 2016
TELEGRAPH & CABLE ADDRESS: "MOTORRALLY", SYDNEY

SOUTHERN CROSS INTERNATIONAL RALLY



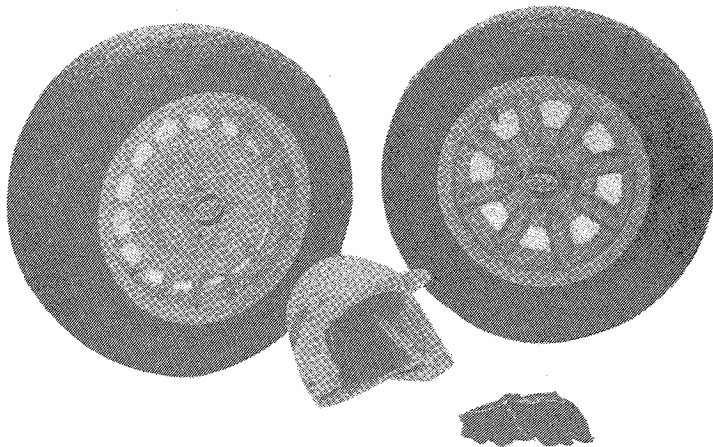
SUPPLEMENTARY REGULATIONS

OCTOBER 13 – 17 1979

ORGANISED BY:
AUSTRALIAN SPORTING CAR CLUB
LIMITED



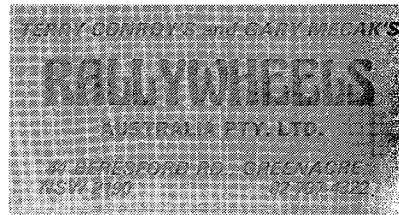
== BE A "WORLD CUP" ==
== OR "MARATHON" ==
== WINNER == with these stylish alloy wheels from ...



THE "RALLYE" RANGE OF WHEELS

These beautifully cast alloy wheels are fully imported and have been rally tested in Australia and overseas with outstanding results. Each wheel meets the strict standards set down by Japanese and American authorities. Finish is rock-hard silver paint . . . no polishing - just wash to clean. Our 3-year warranty guarantees quality.

6"x14" "World Cup" and "Marathon"
6"x13" "MARATHON"



FOURTEENTH

**SOUTHERN CROSS
 INTERNATIONAL RALLY
 SYDNEY, AUSTRALIA**

**OCTOBER 13th - 17th
 1979**

ORGANISED BY:

AUSTRALIAN SPORTING CAR CLUB LIMITED
 P.O. Box 72, Redfern, N.S.W. 2016, Australia
 Cable: Motorrally, Sydney

COVER PHOTOGRAPH
 1978 Southern Cross Rally Winners
 George Fury, Monty Sufern - Datsun Stanza

**AUSTRALIAN SPORTING CAR CLUB LIMITED
1979 SOUTHERN CROSS INTERNATIONAL RALLY
SUPPLEMENTARY REGULATIONS**

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GENERAL

1. THE EVENT

- .1 The Southern Cross International Rally, hereinafter referred to as "the Rally" is an international rally, to be held on and between October 13 and October 17, 1979, organised and promoted by the Australian Sporting Car Club Ltd., hereinafter referred to as "the Organisers".
- .2 The Rally will be approximately 3,000 km in length, and will be conducted on public and private roads within New South Wales, Australia.

2. AUTHORITY

- .1 The Rally will be held under the provisions of the International Sporting Code (ISC) of the Federation Internationale du Sport Automobile (FISA) these Supplementary Regulations, and any further Regulations and Route Instructions which may be issued, all of which have the same force as these Regulations.
- .2 The Organisers specify English to be the authentic language of these Regulations.
- .3 Interpretations of these Regulations, and any unforeseen circumstances arising therefrom, shall rest with the Stewards.
- .4 The Confederation of Australian Motor Sport (CAMS) have authorised the Rally by the issue of Permit No. AI79/123, which will be displayed at the start.

3. PROGRAMME

June 13	9 am	Opening of Entries
September 13	5 pm	Close of Entries
September 19	8 pm	Announcement of Starting Order (Travelodge Motel, Camperdown, Sydney)
October 11	7 pm	Rally Reception
October 12	8 am — 5 pm	Pre-Rally Scrutineering (Sydney) and Opening of Parc Ferme
October 12	5 pm	Close of Team Entries
October 12	6 pm	Close of Parc Ferme
October 13	5 pm	Official Drivers Briefing
October 13	12 noon	Start of Rally, Sydney
October 15	6 am — 2 pm	2 Hours Free Service Time (Port Macquarie)
October 17	9.30 am	Finish of Rally (Port Macquarie)
October 17	11 am	Post-Rally Scrutineering Port Macquarie)
October 17	1 pm	Announcement of Official Provisional Results (Rally Headquarters, Sandcastle Motor Inn, Port Macquarie)
October 18	12 noon	Presentation Luncheon (Port Macquarie RSL Club)

4. ORGANISERS

The Rally will be organised by the Southern Cross International Rally Committee, appointed by the Australian Sporting Car Club Ltd. The members of that Committee are:

General Manager	Tony Webb Tel. (02) 669-6597 (Business)
Secretary	Mrs. Pat Kinnear Tel. (02) 671-2261 (Private)
Assistant Secretary	Mrs. Joy Roser
Road Director	Peter Berriman Tel. (02) 797-3346 (Business) (02) 666-4006 (Private)
Assistant Road Directors	Bill Adams Hadn Gooch
Competitor Liaison Officer	John Arter Tel. (02) 663-9205 (Business) (02) 524-3163 (Private)
Sydney Rally Office Postal Address Cables Telephone	P.O. Box 72, Redfern 2061, NSW, Aust. "MOTORRALLY" Sydney, Australia (02) 669-6597
Port Macquarie Rally Headquarters Telephone	Sandcastle Motor Inn, 20 William Strret, Port Macquarie, 2444, NSW, Australia (065) 83-3522
Chief Spectator Marshal	Tom Anderson
Publicity Officer	Nick Munting
Technical Co-ordinator	Tony Warrenner
Chief Scrutineer	Doug Chivas
Parc Ferme Officer	Jack Mullins
Machine Examiner	Graham Waggott
Chief Scorer	Terry Bain
Communications Officer	

5. CAMS APPOINTED OFFICIALS

Stewards	Russell Kell (Chairman)
Checker	Terry Bain

6. SPONSOR

The Rally will be sponsored by:

Port Macquarie Joint Committee for Tourism
Port Macquarie Chamber of Commerce
Port Macquarie Hotel-Motel Association
Port Macquarie Caravan Park Proprietors
Gestetner
and other supporting sponsors to be announced at a later date.

ENTRIES

7. CREW ELIGIBILITY

- 1 The Rally is open to holders of a current valid Competition Licence issued by any ASN under the International Sporting Code.
- 2 All entrants and crew members under the age of 18 years at the start of the Rally must submit on their entry form the consent of their parent or legal guardian for them to compete in the Rally.
- 3 The crew of each competing car shall consist of two persons only.
- 4 (a) Each crew member must possess a current civil driver's licence, valid for use in Australia.
(b) Holders of civil licences who have been restricted by the Authorities to a special speed limit may not compete in the Rally.
- 5 Holders of licences issued by ASN's other than CAMS are required to supply to the Organisers evidence that they have appropriate ASN approval to compete in the Rally.

8. ENTRIES

- 1 Entries open at 9am on June 13, 1979 and close at 5 pm on September 13 1979.
- 2 The Organisers reserve the right to cancel or postpone the Rally if fewer than 50 entries are received.
- 3 The Organisers reserve the right to accept a maximum of 80 entries in the following order:
Category 1 Nominated Drivers
Category 2 Nominated Drivers
Category 3 Nominated Drivers
Category 4 Nominated Drivers
Refer to Regulation 12 for definitions of Categories.
However, the Organisers reserve the right not to declare acceptances until 7 pm on September 19, 1979.
- 4 An entrant may, at any time up to the scheduled time for his vehicle to be presented at pre-event scrutineering, change any or all entry details pertaining to the entered vehicle.
- 5 An entrant may, at any time up to the start of the Rally, change any or all details pertaining to crew members. No change shall be permitted after that time.
- 6 Any change to entry details may only be made with the approval of the Organisers or their nominee.
- 7 In accordance with Article 74 of the International Sporting Code, the Organisers reserve the right to refuse any entry, and agree to refund in full the fees for any entry so refused.

9. TEAM ENTRIES

- 1 A team entry may be composed of between 3 and 5 cars and crews, whose individual entries have already been accepted. Only the best 3 individual results of the team will count towards the following awards:
 - (a) **Club Team Award**
Nominated vehicles all of the same make.
 - (b) **National/State Team Award.**
Nominated vehicles, unrestricted as to make, each of which must have at least one crew member normally resident in the same nation or state. A vehicle may only be nominated for one such team.
 - (c) **Manufacturers Team Award**
Nominated vehicles all of the same make.
- 2 Team entries must be nominated on the official team entry form, and lodged, together with the appropriate entry fees, no later than 5 pm on October 11, 1979.

10. ENTRY FEES

- .1 Entry fees should be made payable to the Australian Sporting Car Club Ltd. All fees are expressed in Australian dollars (A\$).
- .2 All individual entry fees listed include:
 - (a) Personal Accident Insurance fee (see Reg. 11.1 and Appendix A).
 - (b) Two tickets to the Presentation Luncheon.
- .3 The Organisers reserve the right to impose a "Penalty Fee" on those entrants choosing not to display on their vehicles the official advertising matter supplied by the Organisers.
- .4 Entry fees are:
 - (a) **Private Entry.**

An entry where the registered owner of the vehicle is one or both of the crew members, or, at the sole discretion of the Organisers, the entry is not construed as being entered, owned or substantially supported by commercial interests.

Standard Entry Fee	\$235
Penalty Fee (Regulation 10.3)	\$100
 - (b) **Trade/Commercial Entry**

An entry which, at the sole discretion of the organisers, does not qualify as a private entry and has no direct attribution to a vehicle manufacturer, or is not being directly or substantially supported by a vehicle manufacturer.

Standard Entry Fee	\$640
Penalty Fee (Regulation 10.3)	\$300
 - (c) **Manufacturers Entry**

Standard Entry Fee	\$1020
Penalty Fee (Regulation 10.3)	\$500
 - (d) **Club Team Entry** \$5 per vehicle
 - (e) **National/State Team Entry** \$10 per vehicle
 - (f) **Manufacturers Team Entry** \$30 per vehicle
 - (g) **Service Crew Vehicle Registration** \$30 per vehicle
 - (h) **Service Crew Bond** \$50 per entry (refundable)

11. INSURANCE

- .1 The Organisers will arrange Personal Accident Insurance cover for all competitors. Premiums therefor are included in Entry Fees. (Refer to Appendix A to these Regulations.)
- .2 All competing vehicles must be covered by an insurance policy valid for full cover in New South Wales, Australia, against "third party" claims.
- .3 The Organisers decline to accept any legal responsibility for any claims of vehicle liability of one competitor to another.
- .4 Comprehensive vehicle insurance is the responsibility of the entrant.

Race & Rally

35-37 ROSEDALE AVENUE
GREENACRE. N.S.W. 2190

Phone 7094655

12. STARTING ORDER

- .1 To determine the starting order for Division 1 of the Rally entries will be divided into Categories 1 to 4 below, based on past performances of the nominated driver. Category 1 shall start first, then Category 2 and so on.
- .2 Starting positions within each Category will be allocated by the Organisers based on past performances of the nominated driver with positions for Category 1 drivers being decided by ballot.
- .3 **Category 1:** Nominated drivers who have been seeded as rally drivers or long-distance drivers in the 1979 FIA Yearbook and subsequent FIA Bulletins, as either First or Second seeded drivers with first seeded drivers being balloted first.
Category 2: Nominated drivers who have been placed in the first three places of the General Classification in any rally of the FIA Rally Championship (Manufacturers or Drivers) in the period 1974 to 1979.
Category 3: Nominated drivers who have been placed in the first three places of the General Classification in any rally of international status in the period 1974 to 1979; AND/OR Nominated drivers who have won a National Championship Rally in 1978 or 1979.
Category 4: All other nominated drivers.
- .4 Entrants are advised to supply proof of the nominated driver's achievements. For results in overseas events, verification shall be required from the appropriate ASN, except in the case of Category 1 nominated drivers.
- .5 If, after the close of entries, any nominated driver is replaced by another driver having a different category classification, the entry will be reclassified to the newly applicable category.
- .6 If any entry is required to be reclassified after the declaration of starting order, that entry will then be placed at the rear of the appropriate category.
- .7 The starting order will be declared at 8.00 p.m. on 19th September at the Travelodge Motel, Camperdown, Sydney.
- .8 Starting positions for subsequent divisions, i.e. Divisions 2, 3 and 4, will be in order of ascending lateness on special stages.

AWARDS

13. UNCONDITIONAL AWARDS

- .1 **Outright Placings:**

1st	\$1300	Plus Gold Medallion for Driver and Co-Driver.
2nd	\$1000	Plus Silver Medallion for Driver and Co-Driver.
3rd	\$800	Plus Silver Medallion for Driver and Co-Driver.
4th	\$750	Plus Silver Medallion for Driver and Co-Driver.
5th	\$650	Plus Silver Medallion for Driver and Co-Driver.
6th	\$600	Plus Silver Medallion for Driver and Co-Driver.
- .2 **Port Macquarie Award** (awarded to the highest placed privately entered Category 4 driver):

1st	\$1000	Plus Trophy
2nd	\$750	Plus Trophy
3rd	\$600	
4th	\$500	
- .3 **Class Placings:**

1st	\$250	Plus Trophy (all classes)
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- .4 **Division Awards** (Driver with the least penalties on each Division)

1st	\$100	Per Division
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- .5 **Stage Awards**

To be advised in further Regulations.
- .6 **Ladies' Award** (To the highest-placed all-female crew or, if no such crew finishes, to the vehicle having the highest-placed female crew member):

\$100	Plus Trophy
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.7 **Manufacturers Award** (Outright Winning Vehicle):
Trophy

.8 **Club Team:**
1st \$300 Plus Trophy

.9 **National/State Team:**
1st \$300 Plus Trophy

.10 **Manufacturers Team:**
1st \$300 Plus Trophy

14. **CONDITIONAL AWARDS**

To be announced in further Regulations.

15. **FURTHER AWARDS**

The Organisers reserve the right to announce further awards, both conditional and unconditional, before the start of the Rally.

VEHICLES

16. **VEHICLE ELIGIBILITY**

To be eligible for entry in the Rally, a vehicle must comply with the following requirements:

- .1 The vehicle must be roadworthy and licensed by a relevant authority to be driven on public roads within Australia.
- .2 The vehicle must be recognised by the FIA as a vehicle of Groups 1, 2, 3, 4 or 5, and must conform to the requirements of those Groups as defined in Appendix J to the 1979 ISC, subject to the provisions of these Regulations.

Group 1: Special Production Touring Cars
Group 2: Special Touring Cars
Group 3: Series Production Grand Touring Cars
Group 4: Special Grand Touring Cars
Group 5: Special Production Cars

17. **VEHICLE CLASSES**

.1 Competing vehicles will be classified in the following Group and Engine Capacity classes:

- 1A Group 1 up to and including 1300 cc
- 1B Group 1 exceeding 1300 cc and up to and including 1600 cc
- 1C Group 1 exceeding 1600 cc
- 2A Group 2 up to and including 1300 cc
- 2B Group 2 exceeding 1300 cc and up to and including 1600 cc
- 2C Group 2 exceeding 1600 cc
- 3A Group 3 up to and including 1300 cc
- 3B Group 3 exceeding 1300 cc and up to and including 1600 cc
- 3C Group 3 exceeding 1600 cc
- 4A Group 4 up to and including 1300 cc
- 4B Group 4 exceeding 1300 cc and up to and including 1600 cc
- 4C Group 4 exceeding 1600 cc
- 5A Group 5 up to and including 1300 cc
- 5B Group 5 exceeding 1300 cc and up to and including 1600 cc
- 5C Group 5 exceeding 1600 cc

.2 Should any class not contain at least 5 entries at the close of entries, the Organisers reserve the right to amalgamate that class with another class for the same Group. Groups will not be amalgamated.

18. **MODIFICATIONS**

.1 **Lighting Devices:**

- (a) Existing headlamp inserts may be replaced by other units, not necessarily as originally supplied by the vehicle manufacturer, provided that the position of mounting and the number of original headlamps remains unchanged (refer Appendix J Articles 258(a) and 261 (g)).
- (b) Up to 4 additional forward facing lights may be fitted, subject to compliance with the requirements of the New South Wales Motor Traffic Act (see Appendix C to these Regulations).
- (c) All lights which are not completely diffused (i.e. without fully fluted lenses) must be connected so that they automatically extinguish when low beam is selected.
- (d) The fitting of auxiliary reversing lights is permitted provided that they are mounted below the level of the bottom edge of the rear window. If not operated automatically by the selection of reverse gear, a warning light must be fitted within sight of the driver.
- (e) The mounting of manoeuvrable lights on the roof or elsewhere is not permitted. However, the adjustment of driving lights permitted under (b) above, is free.

.2 **Fuel Tanks:**

- (a) An additional fuel tank is permitted.
- (b) Total fuel capacity is free (refer Appendix J, Article 258(b)).
- (c) The original fuel tank fitted by the vehicle manufacturer must remain generally in use (refer Appendix J, Articles 255(g), 258(b), 261(r) and 261(bb)).
- (d) Should an additional fuel tank and its filler be located in the luggage compartment, an outlet of at least 10 mm diameter must be provided at the lowest point, for drainage of spilt fuel.
- (e) No additional fuel tank may be mounted in the passenger compartment of a vehicle.
- (f) For Groups 2, 4 and 5 only, fuel lines may be relocated, and if within the passenger compartment, must be protected to prevent severance.
- (g) Fuel fillers may not protrude beyond the coachwork line.
- (h) Safety fuel tanks are not mandatory for Group 5 cars (refer Article 269(h)).

.3 **Traction Aids:**

The use of tyre chains, spikes or studs is prohibited.

.4 **Underbody Protection:**

Protective guards may be fitted to the underside of the vehicle. They may be solid-mounted provided no substantial strengthening of the vehicle results.

.5 **Wheels:**

- (a) For Groups 2, 4 and 5, the spare wheel(s) need not occupy the position provided by the manufacturer.
- (b) Wheel embellishers (i.e. hubcaps or dress rims) must be removed.

.6 **Authorised Fittings:**

- (a) Spare components and tools may be carried in the vehicle. If carried in the passenger compartment, they must be securely fastened and must not obscure vision through any window.
- (b) Windscreen washers, containers and method of operation are free.
- (c) Heaters, demisters and radio receivers need not be those originally provided by the manufacturer (refer Appendix J, Article 258(k)).
- (d) The fitting of navigational equipment and additional instruments is authorised.

- 7 Coachwork:**
- (a) For Groups 2, 4 and 5 only, the number, weight and dimension of seats are free, and trim and seats may be removed from the inside of the rear passenger compartment, i.e. rearwards of the front seat(s).
 - (b) The fitting of splash deflectors, stone guards, handgrips and foot-rests is authorised.
 - (c) The minimum amount of coachwork modification to enable the fitting of navigational or other authorised devices is permitted. Glovebox lids may be removed.
- 8 Radio Transmitters:**
The communication, by radio, between competing cars and between competing cars and service crews, is prohibited.
- 9 Fuel:**
The use of any fuel commercially available within Australia is permitted.

19. COMPULSORY EQUIPMENT

All competing vehicles MUST be fitted with the following:

- .1 Seat belts for both crew members, attached to the vehicle by at least 3 points per belt. All seat belts must comply with Australian Standard E35 or a recognised equivalent standard, and all mounting points of attachment must be to the satisfaction of the Chief Scrutineer.
- .2 A roll bar or cage, conforming at least to the requirements of Appendix J to the ISC. A diagonal brace is not compulsory.
- .3 A satisfactory first aid kit, mounted so as to afford ready access by the crew.
- .4 A fire extinguishing system of minimum capacity 2.50kg, comprising not more than TWO separate extinguishers, in working order and fully charged at the start of the Rally. These units must be securely mounted within the passenger compartment, in a position readily accessible to both crew members. CO₂, CTC and CBM are not acceptable as extinguishants. BCF (Freon 12B1) is given as an example to be at least equalled in terms of effectiveness and non-toxicity. Others are DTE or BTM, notwithstanding the provisions of Article 253, Appendix 5 – for Groups 1 to 5.
- .5 A flame and liquid proof metallic firewall between the passenger compartment and the fuel tank.
- .6 Two red reflecting triangles with sides at least 200 mm in length, for use as a warning if the vehicle is immobilised.
- .7 A laminated windscreen.
- .8 Mud flaps behind each driving wheel and rear wheel, made out of stout rubber or similar material at least 5 mm thick, and fitted so as to mask the tyre completely when viewed from behind the vehicle. The lower edges of the mud flaps must be between 50 mm and 100 mm from the ground when the vehicle is stationary and in ready-to-start condition. Hinged mud flaps are not permitted.
- .9 Readily accessible towing points at both front and rear. These may be part of the vehicle structure.
- .10 An effective exhaust silencer in order that allowable exhaust noise levels under the New South Wales Motor Traffic Act are not exceeded.
- .11 International Registration letters (e.g. J-Japan, NZ-New Zealand), displayed in close proximity to the rear registration number plate, in the case of vehicles registered outside Australia.
- .12 In the case of left hand drive vehicles, a warning notice to that effect on the rear of the vehicle.
- .13 Supplementary fastening devices for engine bonnet and boot lid.
- .14 It is strongly recommended that all crew members wear safety helmets whilst competing on special stages. If helmets are worn they must comply with the requirements of the FISA or AS1698 or AS2063 or be otherwise specifically approved by CAMS.

20. ADVERTISING AND SIGNS

- .1 The Organisers will supply all Rally numbers and official Rally advertising matter. Except under the conditions provided for under Regulation 10.3, these shall be attached to the vehicle as shown in the diagram in these Regulations (Appendix B).
- .2 All Rally numbers and official Rally advertising matter on competing vehicles must be maintained in good order and condition throughout the Rally.
- .3 The Organisers reserve the following areas for the attachment of Rally numbers and official Rally advertising matter:
 - (a) Both front doors.
 - (b) Front engine bonnet (area approx. 600 mm x 150 mm).
 - (c) Both front mudguards (area approx. 400 mm x 150 mm each side) in the front upper area of the mudguards.
- .4 Advertising is permitted on competing vehicles, provided that no such advertising matter:
 - (a) Is positioned higher than the level of the upper edge of the windscreen or any window and that all glass areas remain unobstructed.
 - (b) Is of an offensive nature.
 - (c) Contains a verb, verbal phrase or slogan.
- .5 Notwithstanding 20.4(a) above, the following signs are permissible:
 - (a) A sign displaying the country of domicile of either the entrant or crew member(s) on the roof immediately above, and parallel to, the windscreen.
 - (b) A sign on the windscreen displaying ONE of the following:
 - (i) the make of the vehicle, OR
 - (ii) the model of the vehicle, OR
 - (iii) the name(s) of the nominated driver(s).
 Such a sign may not extend downward from the upper edge of the windscreen more than 25% of the windscreen depth, or in any case more than 100 mm.
- .6 Crew members' names must be displayed on both front mudguards in neat lettering not more than 100 mm high.
- .7 The Organisers reserve the right to attach additional competition numbers to the roof of all competing vehicles.
- .8 The Organisers reserve the right to direct the removal of any sign or advertising matter, should such matter be contrary to the requirements of these Regulations. The Stewards' decision on such matters shall be final.
- .9 Entrants are reminded of the provisions of the ISC relating to the advertising of results.

21. SCRUTINEERING

- .1 **Pre-Rally Scrutineering**
 - (a) Before the start of the Rally, vehicles will be scrutineered for eligibility and safety.
 - (b) Pre-Rally scrutineering will be conducted at Sydney on 12th October 1979. All vehicles must be presented in ready-to-start condition. Unless prior arrangements have been made with the Organisers, any vehicle not presented at the due time may be deemed to have been withdrawn from the Rally.
 - (c) Any vehicle presented for scrutineering which is not deemed to be of a standard appropriate, in appearance or condition, to compete in the Rally, or which appears, on examination, to be ineligible for the Rally, or for the class in which it is entered:
 - (i) may be rejected, and a later time allocated for scrutineering;
 - (ii) may result in the entrant and/or crew being warned and reported to the Stewards.
 - (d) The Organisers reserve the right to re-classify any vehicle at pre-Rally scrutineering.
 - (e) Vehicles passed at scrutineering will then be impounded under Parc Ferme conditions. Vehicles may not then be removed from Parc Ferme until the start of the Rally.

- (f) Vehicles rejected at initial scrutineering may be removed for further work prior to re-examination and entry to Parc Ferme. A fee of A\$30 will be charged for such re-examination.
- (g) All vehicles must be in Parc Ferme by 6.00 p.m. on 12th October 1979. Failure to comply with this provision will incur penalties for lateness under Regulation 36.3.

2. Post-Rally Scrutineering

- (a) At the conclusion of the Rally, vehicles will be impounded under Parc Ferme conditions until one hour after the posting of Provisional Results.
- (b) Post-Rally scrutineering will be conducted at Port Macquarie on 17th October 1979.
- (c) The first 10 vehicles in general classification and the first 3 vehicles in each class will be impounded and scrutineered for eligibility.
- (d) Any vehicles subject to a protest regarding eligibility will be dismantled and scrutineered accordingly.
- (e) After the time for protests on vehicle eligibility has elapsed, all vehicles not required will be released.
- (f) It is the responsibility of the entrant to ensure that his vehicle is prepared or dismantled for examination as directed by the Chief Scrutineer.
- (g) After post-Rally scrutineering, it shall be the responsibility of the entrant to have the vehicle removed, or to comply with any further direction issued by the Organisers.
- (h) All costs related to the examination of vehicles so impounded and/or scrutineered shall be the responsibility of the entrant.

3. General Requirements

- (a) The entrant and crew members, or their official representatives, must be present with their vehicle for pre- and post-Rally scrutineering.
- (b) The Organisers reserve the right to scrutineer all vehicles for safety, roadworthiness and general compliance with State laws and these Regulations, at any time during the Rally.
- (c) At the direction of the Chief Scrutineer or his deputy, all vehicles scrutineered as under (b) above, and found to be unsafe, unroadworthy or not generally complying with State laws and/or these Regulations, shall be repaired as required. Failure to observe any such direction will result in the crew's being warned and reported to the Stewards.

22. DOCUMENTATION

- 1 The entrants shall make available to the Organisers as required the following documents relating to entrants, crew members and vehicles, at pre-Rally scrutineering, during the Rally and at post-Rally scrutineering:
 - (a) ASN-issued entrant's licence and driver's licence for both crew members.
 - (b) Civil licences valid for use in Australia, for both crew members.
 - (c) ASN permission to compete in the Rally (not required of CAMS licence holders).
 - (d) FIA homologation documents.
 - (e) Workshop manual for the vehicle.
 - (f) Civil registration documents for the vehicle.
 - (g) Third Party insurance certificate for the vehicle, valid in Australia (if not included in registration documents).
- 2 Competing vehicles registered outside Australia must be subjected to a roadworthiness examination by an Australian Motor Traffic authority (e.g. New South Wales Department of Motor Transport) before pre-Rally scrutineering. The certificate issued by that authority must be presented to the Organisers as required.

23. PARC FERME

- 1 No service, repairs of any nature, or refuelling shall be carried out in Parc Ferme, unless otherwise directed by the Chief Scrutineer and supervised by a Scruinteer or Marshal.
- 2 All control areas (i.e. between control boundary markers) shall be deemed Parc Ferme.
- 3 Notwithstanding 23.1 and 23.2 above, within control areas crew members only shall be permitted
 - (a) to clean glass areas, lights, registration plates, competition numbers and signs.
 - (b) to change wheels and/or tyres.
 No time allowance will be made for such operations, which shall only be performed without the assistance of service crews or others.
- 4 During rest breaks between divisions, all vehicles will be impounded at International Circuit, Port Macquarie, under Parc Ferme conditions. Crews will be allowed to enter their vehicle 10 minutes before their scheduled departure time. No service, repairs, replacement of spare wheels, or refuelling will be permitted until departure.
- 5 During the rest break on 15th October 1979, vehicles may be removed from Parc Ferme for two hours free service time, without penalty. Parc Ferme marshals will record the time taken for service, and excess time taken will be penalised in accordance with Regulation 36.3.
- 6 (a) Notwithstanding the fact that a vehicle may be in Parc Ferme, the Chief Scrutineer may direct that specified repairs, connected with roadworthiness and/or compliance with State laws, be effected under the supervision of a Scrutineer or Marshal.
- (b) In such a case, the Chief Scrutineer may direct that the repairs be made within Parc Ferme, or that the vehicle be removed from Parc Ferme to a suitable location elsewhere.
- (c) On completion of the specified repairs, to the Chief Scrutineer's satisfaction, and, if applicable, the return of the vehicle to Parc Ferme, the vehicle will again be subject to Parc Ferme conditions.
- (d) Time elapsed whilst Parc Ferme conditions are under waiver for specified repairs as under (a) above will be penalised in accordance with Regulation 36.3..
- (e) It is not compulsory for a vehicle to leave Parc Ferme under its own motive power.
- 7 As permitted in Regulations 23.5 and 23.6 above, vehicles may be removed from or returned to Parc Ferme by any crew member or any authorised representative of the Entrant.

THE RALLY COURSE

24. GENERAL

- 1 The Rally will start at 12.00 noon on Saturday, 13th October 1979 at Sydney and finish approximately 9.30 a.m. on Wednesday, 17th October 1979 at Port Macquarie.
- 2 For the purpose of adequate rest breaks, the Rally will be run in 4 divisions. Within divisions, there will be numerous stages of varying nature and length.
- 3 The Rally course will pass through the following areas, not necessarily in the order shown:

Sydney Metropolitan Area	Port Macquarie
Wyong	Kempsey
Cessnock	Armidale
Newcastle	Bellingen
Gloucester	Coffs Harbour
Taree	Dorrigo
Wauchope	Nambucca

1979 SOUTHERN CROSS INTERNATIONAL RALLY SERVICE VEHICLE REGISTRATION

FEE: A\$30 per vehicle

ENTRANT

ADDRESS

POSTCODE

Car	Vehicle Make	Model & Type	Year	Colour	Registration No.	State/Country
1.						
2.						
3.						
4.						
5.						

I/We hereby wish to register the above vehicles with the Rally Organisers and agree to be bounded by Event Regulations.

Registration Fees of \$ is enclosed.

ENTRANT SIGNATURE

DATE

- .4 Practising over the course is not permitted.
- .5 All instructions and information relating to the Rally course will be provided in Road Books (see Regulation 29).

25. STAGES

- .1 **Special Stage**
A classification test traversing public and/or private roads and/or tracks, generally within State Forests and/or private property, scheduled to be run between sunset and sunrise (i.e. night). Roads used will not necessarily be closed to non-Rally traffic.
- .2 **Daylight Special Stage**
A special stage as defined in 25.1 above, but scheduled to be run between sunrise and sunset, ONLY on roads closed to non-Rally traffic.
- .3 **Liaison Stage**
A stage traversing public and/or private roads and/or tracks, generally subject to civil speed limits, conducted generally for the purpose of connecting one special stage to another, under touring conditions.

26. CONTROLS

All controls will be indicated and identified by the standard signs authorised by the FIA, and additionally by a green light at night (refer to Appendix D). Controls to be used in the Rally are defined as follows:

- .1 **Time Control**
A control established at the end of a stage for the purpose of adjudging and recording facts related to competitors' time, passage and direction of travel through that stage. There will be 3 types of time control, as follows:
 - (a) **Special Stage Control**
At the end of a special stage (of either type defined in 25.1 and 25.2).
 - (b) **Liaison Control**
At the end of a liaison stage and start of a special stage.
 - (c) **Rest Control**
Between two liaison stages or at the end of a division.
- .2 **Passage Control**
A control, the location of which may or may not be disclosed, established on the specified course within a stage, for the purpose of adjudging and recording facts related to passage, direction, time and/or speed and vehicle condition. There will be 2 types of passage control, as follows:
 - (a) **Passage Control**
Within a special stage or a liaison stage, to adjudge and record details of competitors' passage, direction of travel, and time.
 - (b) **Monitoring Control**
Within a liaison stage, to adjudge and record details of vehicle speed and/or condition. Monitoring control locations will not generally be disclosed in the Road Book.

27. TIMING (Note: An alteration to this timing system may be advised in further Regulations)

- .1 **Official Time**
Timing will be by official timepieces, set to Australian Eastern Standard Time. No protest shall lie against the alleged inaccuracy of any timepiece.
- .2 **Target Time**
A "target time" which is the time allowed in which to complete a stage, will be specified in the Road Book for every stage.
- .3 **Due Time**
A competitor's "due time" at a time control is calculated by the addition of the target time for the stage to that competitor's starting time for the stage.
- .4 **Timing on Special Stages**
On special stages, time will be recorded to the second. Time taken in excess of the target time for a special stage will incur penalties according to Regulation 36.1. Where a competitor completes a special stage within the target time, no penalty shall apply.

1979 SOUTHERN CROSS INTERNATIONAL RALLY

AUSTRALIAN SPORTING CAR CLUB LTD.

Car No.

AUSTRALIA

13th - 17th October

Forward to:
The Manager
1979
Southern Cross International Rally
P.O. Box 72
REDFERN N.S.W. 2016 Aust.

ENTRY FORM

Held under the INTERNATIONAL SPORTING CODE of the FIA and the NATIONAL COMPETITION RULES of the CONFEDERATION OF AUSTRALIAN MOTOR SPORT.

1. I/WE the ENTRANT (being the bona fide owner) of (address) Postcode
wish to enter the within described vehicle in the 1979 SOUTHERN CROSS INTERNATIONAL RALLY.

2. I/WE agree to abide by the National Competition Rules of the C.A.M.S. and the Supplementary Regulations governing the Rally.
3. I/WE certify that the vehicle which is the subject of this entry complies with the description hereunder.
4. I/WE understand that the Entry Fee includes one unit of Personal Accident Insurance which covers both crew members for the entire event.
5. I/WE enclose monies to the sum of \$ being for: Entry Fee \$ Additional Service Crew \$ Team \$
6. I/WE wish this entry to be attributed to who is the holder of C.A.M.S. Licence No.

Signed: (Entrant) Date:
(on behalf of Entrant and Crew Members)

	ENTRANT	No. 1 DRIVER	NAVIGATOR
Surname/Trade Name			
Christian Names			
Address for Document			
Private Address			
Telephone Number			
Civil Licence No.			

..... POSITION:

..... AUTHORISING SIGNATURE:

ENTRY FEE OF \$ ENCLOSED.

Car	Entrant	Address	Vehicle Make & Model	Signature
1				
2				
3				
4				
5				

CLOSING DATE: 9pm October 11

ENTRY FEE: \$A30.00 per vehicle

MANUFACTURER'S TEAM NOMINATION FORM

1979 SOUTHERN CROSS INTERNATIONAL RALLY

COMPETITORS ARE REQUESTED TO FILL IN THIS SHEET

1979 SOUTHERN CROSS INTERNATIONAL RALLY

PUBLICITY INFORMATION SHEET

It is the desire of the Sponsor and the Organising Committee of the Rally to obtain the maximum amount of publicity for the Event and the Entrants, therefore we ask for your full co-operation in completing this form so that the information can be used in the Rally Programme and be passed on to the media.

No. 1 DRIVER

Name

Occupation (List any interesting details relating to your occupation):

Competition experience in motor-sport (List any results and interesting experiences):

Experience in other sports:

NAVIGATOR (No. 2 DRIVER)

Name:

Occupation (List any interesting details relating to your occupation):

Competition experience in motor-sport (List any results and interesting experiences):

VEHICLE DETAILS

Make and Model:

List any interesting details or history of your car:

Give details of your sponsor/s (Including any details of advertising on your car):

GENERAL

Do you plan any special publicity around your entry?

Are you and your car available for any publicity displays before or after the Rally?

And for special filming sequences?

Have you any local contacts with news media who will require information before or during the Rally — if so, give details of contact name and address:

If available, enclose photographs of crew and/or car which can be used for publicity purposes.

PUBLICITY INFORMATION

On the lines below, please write a short story about your entry. Mention driver, co-driver and vehicle and any information you feel should be printed in the programme.

1979 SOUTHERN CROSS INTERNATIONAL RALLY TEAM NOMINATION FORM

ENTRY FEE: \$A5.00 per vehicle

CLOSING DATE: 6pm October 11

REPRESENTED CLUB/NATIONAL/STATE
ADDRESS

Car	Club Member	Member No.	Address	Vehicle Make, Model	Signature of Club Member
1.					
2.					
3.					
4.					
5.					

ENTRY FEE OF \$ ENCLOSED

AUTHORISED BY: Signature
DATE
(President or Secretary)

CLUB STAMP

Competition Licence No.	Vehicle Details
Issuing ASN	
Consent if under 21 *	

Car Make Type/Model Year:

Cubic Capacity Colour Civil Reg. No.

Registering Country/ Group & Class Applied for: / FIA Homologation No.:

State

FOR FOREIGN ENTRIES

Authorising Stamp of
A.S.N./National Club

OFFICIAL USE ONLY

Entry Received: Entry Fee \$
 Receipt No. Issued: Team Fee \$
 Date Acknowledged: Service Fee \$

STARTING ORDER APPLICATION

CATEGORY APPLIED FOR

DETAILS OF PAST PERFORMANCES:

1	Year	Event	Inter/Nat.	Place
1.
2.
3.
4.
5.

ENTRANTS SIGNATURE DRIVERS SIGNATURE

**FOR OVERSEAS COMPETITORS VERIFICATION OF STATUS OF EVENTS FROM
THE APPROPRIATE A.S.N. WILL BE REQUIRED.**

*CONSENT: I, being the Parent/Guardian of the crew member named agree to his/her participation in the Event.

5 Timing on Liaison Stages

On liaison stages, time will be recorded to the elapsed, or current, minute (i.e. disregarding seconds). Time taken in excess of the target time for a liaison stage will incur penalties according to Regulation 36.2. A competitor who books in to a liaison control or a rest control earlier than his due time will be penalised according to Regulation 36.5.

6 Late Time (Delay Counting Towards Exclusion)

- (a) "Late Time" is accumulated by competitors who exceed target times for stages of any kind. Late time will not accumulate from one division to the next.
- (b) A "late time limit" will be set for each division of the Rally. Unless varied by the Organisers, and notified in writing before the start of the relevant division, this limit will be 150 minutes for each division.
- (c) Competitors who have accrued late time in excess of divisional late time limit at any time control within a division will be liable to the penalty of exclusion (Regulation 35.10).
- (d) Arrival or booking-in early at any time control will under no circumstances compensate for late time accrued.

7 Speed Measurements

Vehicle speeds checked at monitoring controls will be measured by radar or electronic apparatus. No protest shall lie against the alleged inaccuracy of any device used for measuring speed.

28. CONTROL PROCEDURE

1 Control Opening and Closing

- (a) Both time controls and passage controls will open when the first competitor books into that control.
- (b) Both time controls and passage controls will be closed by control closing officials, after the expiration of the late time limit of the last competitor to start the division.
- (c) Notwithstanding (b) above, the Director or his nominee may direct the closure of a control earlier than the scheduled closing time, if it is established that all competitors who have not retired have passed through that control.
- (d) Monitoring controls will open at the time of setting-up by the control marshals, and will close when the marshals leave.

2 Unmanned Controls

If a time control, as specified in the Road Book, has not been physically established, competitors are to continue to the next time control in accordance with the Road Book. A competitor's due time at the next time control will be the sum of the stage target times since the last manned time control, added to his starting time at that control.

3 General Provisions

- (a) For each division, every competitor will be given a route card (or time card) which must be carried in the vehicle throughout the division and presented at all time controls.
- (b) The crew is solely responsible for ensuring that all entries made on the route card are correct. Any alteration or correction made to the route card must be countersigned by the control marshal responsible. Alterations not so countersigned may lead to exclusion.
- (c) It is forbidden, under penalty of exclusion, to enter or leave any control in a direction other than that specified in the Road Book.
- (d) Vehicles must enter and leave controls under their own motive power, accompanied by both crew members. However, if a vehicle cannot leave a control under its own motive power, the control marshal may direct its removal from the control area for the purpose of effecting repairs.
- (e) A vehicle waiting to enter a control area, or while waiting within a control area, must not obstruct the roadway or obscure any control identification sign, or otherwise constitute a hazard. At these times, at least one crew member must remain in charge of the vehicle.
- (f) At night, all stationary competing vehicles must have parking lamps alight.

- (g) Any vehicle may be required by a control marshal to be moved into, within, or out of a control area, in which case competitors need not book into or out of the control, and no penalties will result.
- (h) All reasonable directions of a control marshal, given in the execution of his function, and not in conflict with these Regulations or any instruction in the Road Book, must be obeyed. No ORAL instructions shall be valid if it modifies any instruction given in writing, or if it affects the course or timing of the Rally, or the application of these or subsequent Regulations.
- 4. Special Stage Order**
- (a) At the start of each division, every competitor will be allocated a special stage order number, which will correspond to his starting position for the division.
- (b) At the end of each special stage, every competitor will be allocated a special stage order number, which will correspond to the position in the field in which he finished that special stage. This number will obviously differ from his special stage order number at the start of the stage if he has passed, or has been passed by, another competitor in the stage.
- (c) A competitor's special stage order number will also change if he exceeds the target time on a liaison stage and books into the liaison control LATER THAN the booking-in time of a following competitor who has overtaken him in the stage. On booking into the liaison control, he will be allocated the next available order number.
- (d) By mutual agreement, two competitors with consecutive special stage order numbers may exchange special stage order numbers at a liaison control, even though neither competitor exceeded the target time for the liaison stage, provided that the control marshal agrees.
- (e) Special stage start times will be allocated in special stage order.
- 5. Liaison Control Procedure**
- (a) When a competitor books into a liaison control, the control marshal will enter, on the competitor's route card:
- The finish time for the liaison stage.
 - A start time for the following special stage.
 - A special stage order number.
- Competitors will be advised of their start time at least 1 minute in advance.
- (b) Competitors may not book into a liaison control earlier than their due time at that control, without incurring a penalty under Regulation 36.5.
- (c) Every special stage start time allocated will be at least 2 minutes later than the last start time allocated.
- (d) After booking in, competitors must proceed directly to the start line for the following special stage. They must then commence the special stage at their allocated start time, at the direction of the control marshal. Competitors who leave the start after their start time will not be given a revised start time.
- (e) Competitors may not start a special stage earlier than their allocated start time, without incurring penalties under Regulation 36.4.
- (f) A competitor who books into a liaison control later than his due time will be penalised accordingly (see Regulation 36.2).
- 6. Special Stage Control Procedure**
- (a) At the end of special stages, competitors' finish times will be taken at the timing line as indicated by the FIA sign (refer Appendix D). Competitors should NOT stop at the timing line, but proceed to the control area, coming to a stop at the "STOP" sign.
- (b) The control marshal will enter, on the competitor's route card:
- The finish time for the special stage.
 - A special stage order number.
 - A start time for the following liaison stage.
- (c) The start time for the following liaison stage will, in general, be the finish time for the special stage, recorded to the elapsed, or current, full minute. However, the control marshal may vary a competitor's start time to ensure a 2-minute interval between competitors.

7. Rest Control Procedure

- (a) When a competitor books into a rest control, the control marshal will enter, on the competitor's route card:
- The finish time for the liaison stage just completed.
 - A special stage order number.
 - A start time for the next liaison stage, if applicable.
- (b) Regulations 28.5(b) and 28.5(f) also apply to rest controls.

8. Passage Control Procedure

Competitors will not be required to stop longer than is necessary to establish fact of passage by the issue to the competitor of a passage control card. These cards must be retained by each competitor until collected by scoring officials, who will sign for their receipt.

9. Monitoring Control Procedure

Competitors will be required to stop and, if directed, submit their vehicles to an inspection for roadworthiness and compliance with State laws. A competitor may also be given a monitoring control card on which is entered the measured speed of his vehicle and the applicable speed limit. These cards must be retained by each competitor until collected by control marshals at the end of the division.

10. Judges of Fact

- (a) Control marshals at time controls and passage controls (unqualified) shall be judges of fact as to identity, direction of entry and exit, and time of passage, of vehicles.
- (b) Control marshals at monitoring controls established for the purpose of checking vehicle speeds shall be judges of fact as to measured speeds (refer Regulation 27.7).

29. ROAD BOOKS**1. Inclusion in Road Books**

Road Books, for each division, will contain the following:

- Division number, stage numbers, stage names.
- Maps for each stage in the division.
- Locations of all time controls.
- Required directions of entry for all time controls.
- Precise details of the prescribed course, in the form of a route chart and "tulip" diagrams.
- Lengths of all stages in kilometres.
- Target times for all stages.
- Times and/or distances between rest, meal, refuel and service breaks.
- Advice on conditions and road surfaces for each stage.

2. Issue of Road Books

Road Books for each division will be issued to competitors 30 minutes before each competitor's scheduled start time for the division.

3. Validity of Instructions

- (a) Competitors must use only roads marked on the official maps, or in the appropriate route chart, as the prescribed course unless re-directed IN WRITING by the Organisers.
- (b) At all times the route chart takes precedence over the official maps.

4. Gates

- (a) All gates on the Rally course must be left AS FOUND, i.e. gates found closed must be reclosed after the passage of each competitor.
- (b) All gates on the course, through which passage is intended, will be marked "Rally Entry" and/or specifically referred to in the Road Book.

5. Detours

All "detour", "road closed" or signs to similar effect, erected by civil authorities, may be IGNORED provided that instructions to that effect are given either in the Road Book or in a written direction from the Organisers.

6 Odometer Check

The course survey vehicle recorded 10.00 kilometres between kilometre post N120 and kilometre post N110 travelling north on the Sydney-Newcastle tollway north of the Hawkesbury River, this vehicle also recorded 1.00 kilometre over a Department of Motor Transport measured kilometre.

30. COURSE ALTERATIONS

.1 Abandonment

- (a) The Organisers reserve the right to abandon or postpone the Rally if, in the opinion of the Road Director, the course or any part of it becomes impassable.
- (b) If the Rally is terminated when partly run, placings will be determined and awards distributed in accordance with the results up to the preceding time control.

.2 Alterations

- (a) The Organisers reserve the right to delete, add to, or change any part of the course at any time or to change the position of any control, should they deem it wise or expedient due to safety or "force majeure".
- (b) The Organisers reserve the right to regroup the field, re-route or re-time any part of the course, or to terminate the Rally at any point.
- (c) The Organisers reserve the right to neutralise any stage of the course notwithstanding that some competitors may have completed the stage if it is affected by unforeseen circumstances. For any stage so neutralised all time penalties will be remitted. However, late time will still accrue.
- (d) The Organisers or their nominee may issue written instructions to competitors at any time during the Rally. Any such instructions must be acknowledged by the signature of each entrant or his agent as proof of receipt, and will have the same force as these Regulations. At no time will oral advice take precedence.

.3 Unforeseen Delays

- (a) The Organisers reserve the right to hold any or all competitors at a time control, for any necessary period, in the event of unforeseen circumstances arising which may necessitate such action. Any time so held will be deemed "allowable time" and no penalty shall result.
- (b) If, due to any delay as in (a) above, it becomes necessary for a later stage or stages to be neutralised to avoid competition in daylight on unclosed roads, any special stage so neutralised will be subject to a speed limit of 50 km/h. No penalties for lateness shall be applied in any stage so neutralised.

31. OBSTRUCTION

- .1 A competitor wishing to overtake another shall give advance warning of his intention by the flashing of headlights and/or the sounding of the horn.
- .2 A competitor about to be overtaken MUST allow the approaching competitor to overtake IMMEDIATELY, by moving to the side of the roadway and, if necessary, by slowing or stopping (refer penalties under Regulation 35.4).
- .3 Should a competitor's vehicle be stopped and obstructing the passage of following vehicles, following competitors may request, and MUST be given, assistance to pass, unless the crew of the obstructing vehicle is incapacitated through injury.
- .4 If a vehicle is stopped so as to create a potential hazard to following competitors, advance warning of the hazard must be given by the erection of red reflecting triangles.

32. INCIDENTS

.1 Time Allowance

- (a) In the case of an accident which may reasonably be expected to have caused injury, a time allowance may be given to the following competitor, at the discretion of the Director. No control will stay open longer than specified in Regulation 28.1.
- (b) Full details of any accident must be provided to the control marshal at the next time control.
- (c) Any competitor claiming an allowance under (a) above must provide sufficient proof to satisfy the Organisers of the validity of the claim.
- (d) As soon as possible after any accident, all competitors involved must lodge a complete report with the Organisers or their official nominee.

.2 Incident Reports

- (a) Every competitor starting a division is required to submit an incident report to the control marshal at the end of the division, whether or not the competitor completed the division, or was or was not involved in any incident or accident.
- (b) Where injury or mechanical failure prevents a crew member from lodging an incident report, the responsibility for the submission of an incident report lies with the entrant.
- (c) Incident reports must list:
 - (i) Damage to private or public property (trees, gates, bridges, buildings, fences, stock, etc.).
 - (ii) Recorded breaches of traffic regulations.
 - (iii) Stage number and name, and distance travelled into the stage, for any incident.
 - (iv) Time of incident.

.3 Retirement

Competitors who retire must report to a time control as soon as possible, and surrender route cards to a control marshal. Competition numbers must be removed immediately on retirement.

SERVICING AND SERVICE CREWS

33. SERVICING OF VEHICLES

.1 Work on Vehicles

- (a) A competing vehicle may be worked upon by its crew at any time, except while under Parc Perme conditions (refer Regulation 23).
- (b) A vehicle may be worked upon by its crew or others, at service points and in liaison stages.

.2 Refuelling

- (a) The location of all refuelling points will be nominated in the Road Book. Distances between refuelling points (service stations or garages) will not exceed 500 km.
- (b) Refuelling may be carried out at service points and in all liaison stages. The distance between service breaks will not exceed 250 km.

34. SERVICE CREWS

.1 Registration

- (a) All service vehicles must be registered with the Organisers before the start. All pertinent details of service vehicles and crew must be entered on the official registration form.
- (b) A service crew bond of A\$50 must be lodged with the Organisers with each entry (refer Regulation 10.5 (h)). The bond will be returned, less fines if applicable, by December 1, 1979.
- (c) All service vehicles must be identified by signs which will be supplied by the Organisers. Identification signs must be maintained in good order and condition throughout the Rally.
- (d) Personnel not registered will be denied access to all service schedules, instructions and other documents pertaining to the Rally.
- (e) Any service vehicle whose registration is cancelled must have all identification signs removed.

2 Instructions

- (a) Service instructions and schedules for Division 1 will be available at 6 p.m. on Thursday 11th October at Camperdown Travel Lodge.
- (b) Instructions and schedules for Divisions 2, 3 and 4 will be issued to each competing crew upon entry to Parc Ferme at Port Macquarie after each division, subject to observance of these Regulations.

3 General Requirements

- (a) Each service vehicle may display one identification sign for the benefit of the relevant competing crew. The sign must not exceed 0.5 square metres in area.
- (b) Service vehicles must not be parked so as to obstruct, even partially, any road. At night, parking lamps must be alight.
- (c) Service crew members must obey all reasonable directions of marshals as regards parking, obstruction and conduct.
- (d) At all service points, at least one service crew member must remain with the service vehicle at all times.
- (e) Flashing or rotating lights may not be used.
- (f) Lights to facilitate working on vehicles must ONLY be used for that immediate purpose, and must be shaded to prevent glare to other traffic or houses.
- (g) Noisy equipment such as portable generators should not be used close to populated areas or houses, especially at night.
- (h) It is prohibited to light fires in State Forests or to dispose of litter other than in proper receptacles.
- (i) Service crews and/or vehicles are not permitted to enter any special stage until the closure of the special stage control at the end of that stage.

4 Penalties

- (a) Service crews whose vehicles are recorded as having exceeded civil speed limits will be penalised in accordance with Regulation 37.
- (b) Service crews who fail to comply with traffic regulations, any reasonable direction of a marshal, or any provision of these Regulations are liable to a penalty, which may entail de-registration.
- (c) No service instructions and/or schedules will be provided to any member of a de-registered service crew. A penalty of exclusion may be applied by the Stewards to any competitor who receives service from a member of a de-registered service crew.

PENALTIES

35. EXCLUSION

Competitors charged with the following offences will be subject to such penalty as the Stewards may impose, including EXCLUSION from the Rally:

- 1 Failure to comply with roadworthiness and/or vehicle eligibility at pre- or post-Rally scrutineering, or deliberate or intentional misrepresentation of details relating to the eligibility of competing vehicles and/or crew members.
- 2 The movement of a competing vehicle except under its own motive power for more than 200 metres, other than as provided for in Regulations and instructions.
- 3 Wilful damage to, or interference with, public or private property. (Lighting of fires, dropping of cigarette butts in forest areas, littering will be considered as wilful damage to public property.)
- 4 Baulking or obstruction of another competitor.
- 5 Failure to obey a reasonable instruction of an official.
- 6 Exceeding a civil speed limit by more than 10 km/h for the third time during the Rally.
- 7 Removal of a competing vehicle from Parc Ferme without the authority of the Organisers.
- 8 Servicing of a competing vehicle by a member of a de-registered service crew.

- 9 Entering or leaving any control area in a direction or sequence other than as specified in the Road Book.
- 10 Exceeding the late time limit in a division, subject to the provisions of these Regulations.
- 11 Failure to report to ANY control, subject to the provisions of these Regulations.
- 12 Working on a competing vehicle under Parc Ferme conditions, except as permitted in these Regulations.
- 13 Failure of a crew member to wear a seat belt whilst a competing vehicle is mobile.

36. TIME PENALTIES

Time penalties will be incurred as follows:

- | | |
|--|---|
| 1 Exceeding a target time for a special stage. | Excess time in minutes and seconds. |
| 2 Exceeding a target time for a liaison stage. | Excess time in minutes (to elapsed minute). |
| 3 (a) Late arrival at Parc Ferme following pre-Rally scrutineering (Reg. 21.1.(g)). | One minute per minute late. |
| (b) Late arrival at Parc Ferme following 2-hour service period. (Reg. 23.5). | One minute per minute late. |
| (c) Time taken under Parc Ferme waiver (Reg. 23.6(d)) to effect specified repairs. | Time taken in minutes. |
| 4 Starting a special stage early, i.e. before competitor's official starting time. | DOUBLE early time in minutes and seconds |
| 5 Booking in early at liaison controls. | DOUBLE early time in minutes. |
| 6 Incomplete or incorrect entry on route card and/or control card, unless corrected by an official, per offence. | 15 minutes. |
| 7 Loss of route card, per offence. | 60 minutes. |
| 8 Competitor recorded as having exceeded civil speed limit by more than 10 km/h. | 2 minutes for each km/h in excess of 10 km/h above the speed limit. |
| 9 Any breach of Regulations for which no other penalty is prescribed. | 60 minutes. |

37. OTHER PENALTIES

1 Monetary Penalties

Monetary penalties, which will only be applied by the Stewards at a properly constituted hearing, will be incurred as follows:

- (a) Late arrival for scrutineering, per minute (unless prior arrangements are made with the Organisers). A\$1
- (b) Service vehicles recorded as having exceeded civil speed limit – 1st offence A\$30
- (c) Service vehicles recorded as having exceeded civil speed limit – 2nd offence. A\$50

2 De-registration

- (a) A service crew and vehicle recorded as having exceeded a civil speed limit for the third time will be de-registered.
- (b) De-registration may also result from breaches of Regulations listed in Regulations 33 and 34.

38. PENALTY RECORD

- .1 Offences under the Regulations will be recorded on competitors' route cards and/or official control cards. Such entries will be verified by the initials or identification mark of the control official and, if physically possible, the competitor.
- .2 If a discrepancy exists between a competitor's route card and an official control card, the Organisers may, at their sole discretion, deem the entry on the control card to be correct and apply penalties in accordance with the Regulations.
- .3 Where a competitor's route card is lost, a new route card will be compiled by the Organisers from the information recorded on control cards. The competitor involved must accept the organisers' decision as to penalties involved.

RESULTS**39. CLASSIFICATION**

- .1 For final classification at the end of the Rally, all penalties will be aggregated. The competitor who has the lowest total will be the winner of General Classification (i.e. outright), the competitor having the next lowest total is second, and so on in ascending order of total time penalty.
- .2 Classification within classes or other categories will be determined in the same way.

40. TIES

In the event of a tie for any placing, all awards for that placing will be equally divided between the tied competitors.

41. PUBLICATION

Provisional results will be published at 1 pm on Wednesday, October 17, 1979 at Rally Headquarters at the Sandcastle Motor Inn, Port Macquarie.

PROTESTS**42. PROTESTS**

- .1 All protests arising from the Rally will only be accepted if made in conformity with the requirements of Chapter XII of the ISC.
- .2 In the event of no protests being received, provisional results will become final one hour after publication.

PERSONAL ACCIDENT INSURANCE

(The full text of this Appendix is in the C.A.M.S. Manual of Motor Sport, page 328).

1. GENERAL

C.A.M.S. have arranged through their official Personal Accident Brokers, Edward Lumley & Sons (Vic.) Pty. Ltd., a Master Contract with Lloyds' Underwriters providing personal accident cover for drivers and authorised officials whilst participating in the Southern Cross International Rally. The following is a brief description of the cover and does not in any way alter or add to the terms of the cover which is set out in the Master Contract.

2. AMOUNT OF COVER

The cover provided for is as follows:

- | | |
|-----------------------------------|---|
| (i) Death | A\$10,000 per insured person |
| (ii) Permanent Total Disablement | A\$10,000 per insured person |
| (iii) Temporary Total Disablement | A\$100 per week per insured person (limit 52 weeks) |
| (iv) Medical Expenses | Up to A\$2,000 per insured person. |

3. EXTENT OF COVER**(a) Disability Cover — Permanent Disability.**

In the event of a claim for permanent total disablement the total benefit payable to the insured person is A\$10,000. If amounts have been paid on a weekly basis prior to the claim being substantiated as a permanent disability claim the aggregate of such weekly benefits will be offset against the total capital sum payable.

(b) Disability Cover — Temporary Disability

The temporary disability cover which amounts to A\$100 per week per injured person for a maximum of 52 weeks is subject to the following provisions:

- (i) The benefit is payable when the injury, supported by a medical report from a qualified medical practitioner, prevents the injured person from following his normal income earning occupation.
- (ii) At the end of four weeks after hospitalisation or four weeks after date of injury the benefit ceases to be payable until the injured party attends medical examination (cost of which examination will be paid by the underwriters) by a medical examiner nominated by the C.A.M.S.
- (iii) Until such time as that medical examination is carried out the provision of the weekly disablement benefit will be suspended and will only commence from the date upon which the medical examination has taken place.
- (iv) The benefit will then continue to be payable if the medical assessment confirms the disability until the disability has ceased or until a further three months have elapsed. At the end of the three-month period further medical examination by a doctor nominated by the C.A.M.S. will be required for the continuation of the payment of benefits. At the end of the three-month period and until such medical examination is carried out no benefit will be payable.

(c) Medical Expenses

The benefit provided amounts to A\$2,000 and relates to expenses necessarily incurred and actually paid to a registered medical practitioner, nurse, chemist, hospital, dentist, therapist, ambulance service, directly arising out of injury for which the claimant is entitled to benefit under the terms of the master contract. (For Australian residents the benefit will be payable only in respect of the excess over that recoverable from any Health Fund whether or not the claimant has in fact received Health Fund benefits.)

- (d) **All Claims**
Notification of a pending claim in respect of disablement and/or medical expenses MUST be given by or on behalf of a claimant within thirty (30) days of the occurrence. Such notice to be given to the C.A.M.S. office. Unless notification is given within the stipulated time no claim will lie against underwriters. Notice can be made through the Rally Organisers.

4. DURATION OF COVER

- (a) Authorised officials are covered whilst on duty and whilst travelling directly to and from their place of residence.
- (b) All other participants are covered from the time of reporting or checking in at the start until the finish of the event (including scrutineering if appropriate), or until the point of retirement from the event (i.e. last report in).
- (c) Cover shall be deemed to terminate immediately official duties are completed unless the authorised official proceeds directly to his place of residence. Any delay subsequent to the actual completion of his duties shall be deemed to terminate the cover immediately.

5. CLAIMS PROCEDURE

Notice in writing by the claimant or by a person acting on his behalf must be given to the New South Wales C.A.M.S. Office within 30 days of the date of the incident giving rise to the claim. Failure to comply with this requirement will mean that no claim will lie against underwriters. The exception to this rule, and the only exception will be where the nature of the injury is such that the claimant is unable to comply with the requirement or is unable to instruct someone to comply with the notification requirement on his behalf. In such cases the period of 30 days will run from the date the claimant was in a position to comply with the notification requirement. Upon the happening of any accident likely to give rise to a claim the Director is required to:

- (i) Obtain full details of the accident on the spot;
- (ii) Secure the names of any witnesses; and
- (iii) Include, in both his Report and the Accident and Incident Reports, brief details of the incident.

An injured insured must notify the Director of the incident before leaving the Rally.

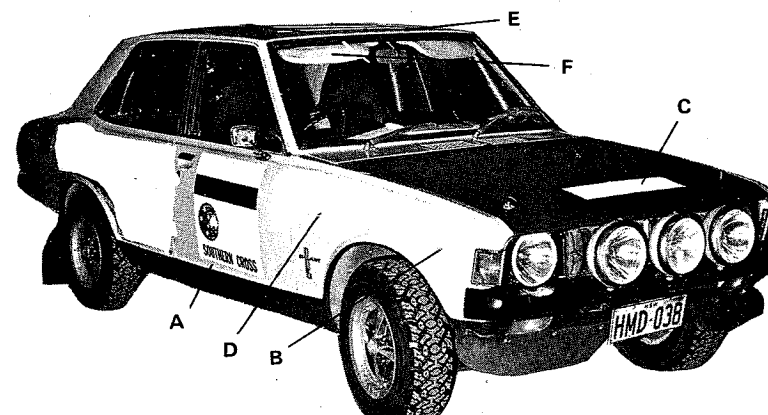
Unless the incident/accident giving rise to the claim is noted in the Director's report and in the Accident and Incident Report, no claim shall lie against the underwriters.

In the case of officials, if an incident occurs giving rise to a claim either before reaching or after leaving the Rally, immediate notice with full details must be given in writing to the N.S.W. C.A.M.S. office within 48 hours of the conclusion of the Rally.

6. ADMINISTRATION

Once a claim has been dealt with by C.A.M.S. and advice thereof forwarded to the brokers, the claimant will be contacted directly on behalf of the underwriters. All claims must be notified to C.A.M.S. New South Wales Office which will deal with each claim exactly in accordance with the instructions issued by C.A.M.S. Head Office.

ADVERTISING ON VEHICLES



Refer Regulation D 5

- A:** Location of door plate — on both sides of the vehicle. No other advertising permitted on front door. Numbers will be issued by the Organisers.
- B:** Location of Sponsor's logo — must be located as close to front of vehicle as possible on both sides of the vehicle's front guards.
- C:** Location of sponsor's name strip — must be located on the foremost section of the bonnet; vehicle/number plates must be located such that the sponsor's name strip is central on bonnet.
- D:** Entrant and crew names — may be displayed on both sides of the car.
- E:** Country of domicile — the entrant's or crew member's country of domicile may be placed on the vehicle's roof immediately above, and parallel to, the windscreen. Only one country may be displayed.
- F:** Windscreen sign — either make of vehicle, or model of vehicle or driver and navigator sign may be placed on windscreen.

APPENDIX C

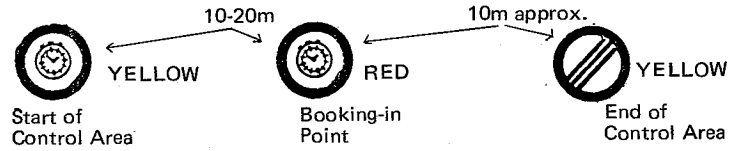
ADDITIONAL LIGHTS

Up to 4 (i.e. 2 pairs) additional forward facing lights may be fitted so as to comply with the following (extract from the New South Wales Motor Traffic Act):

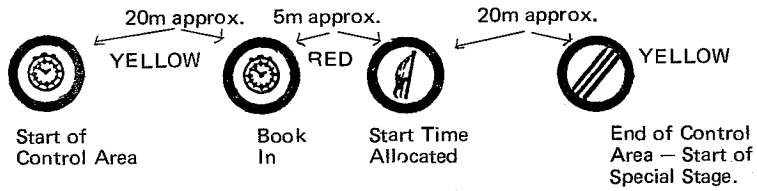
- (a) Only one (1) pair may comply with Regulation A below, the other pair, or other light — if any — must comply with Regulation B below.
- A. Centres must be no higher than 1.4 metres from the ground, and if in pairs must be equidistant from the ground, with no restriction as to minimum height or distance between centres.
 - B. Centres must be no lower than 0.6 metres and no higher than 1.4 metres from the ground, no closer together than 0.6 metres and if in pairs, centres must be equidistant from the ground.
- (b) Where lights are mounted in pairs they must be symmetrically located about the centre line of the vehicle. If there is an odd number of lights, then the odd light must be located on the centre line of the vehicle.
- (c) No lights may be mounted such that any portion of the light is above an imaginary plane drawn horizontally through the lowest part of the windscreen, except where the original headlamps are located above this imaginary plane. In the latter case the centre of any additional light must be no higher than the centres of the original headlamps. This Regulation also applies to reversing lights.

F.I.A. CONTROL SIGNS

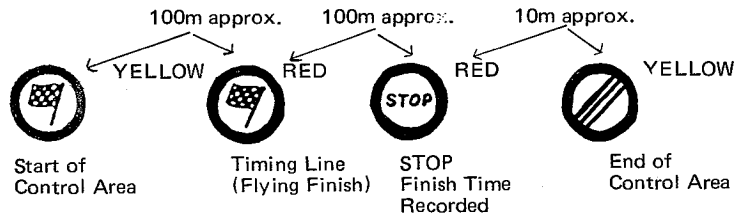
1. REST CONTROL



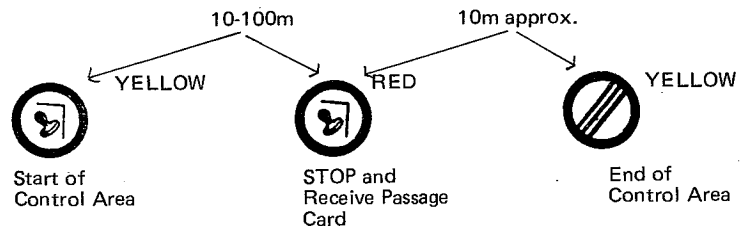
2. LIAISON CONTROL



3. SPECIAL STAGE CONTROL



4. PASSAGE CONTROL (Including Monitoring Control)



NOTES

**THE FOURTEENTH EDITION
OF
SOUTHERN CROSS INTERNATIONAL
RALLY**

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Carbon Paper
All Stationery Needs*