

AUSTRALIA'S BLUE RIBBON ROAD CLASSIC



the Twelfth
BP RALLY

of
South Eastern Australia
1969



GENERAL
SUPPLEMENTARY REGULATIONS

GENERAL SUPPLEMENTARY REGULATIONS

Part I — ADMINISTRATION

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| Title &
Nature of
Event. | 1. The Event shall be known as the "BP Rally 1969" (hereinafter referred to as "the Rally") and shall be an International Rally over public roads and private property in the States of Victoria, Tasmania, New South Wales and South Australia, and the Australian Capital Territory. |
| Authority. | 2. The Rally shall be conducted under the provisions of the International Sporting Code, the National Competition Rules of the Confederation of Australian Motor Sport (CAMS) and subject to CAMS Open Permit No. A69/13 which will be displayed at the Start of the Trial Stage of the Rally. |
| Promoters,
Organisers
& Officials. | 3. The Promoters of the Rally shall be BP Australia Ltd., of 1 Albert Road, Melbourne, 3004, the Organisers shall be the Light Car Club of Australia, 46 Queens Road, Melbourne, 3205, through an organising committee, the members of which shall be named in Final Supplementary Regulations. The Director of the Rally shall be Mr. K. A. Theiler, and the Assistant Directors Messrs. J. M. T. Pryce and G. K. Hoinville. |
| Stewards of
the Rally. | 4. The Stewards of the Rally shall be named in Final Supplementary Regulations. |
| Dates and
General
Description of
the Rally. | 5. The Rally shall be conducted on and between Tuesday, May 6th, 1969, and Sunday, May 11th, 1969.
The Rally shall comprise two Stages, namely, first an Assembly Stage, during which competing cars shall be required to travel from the respective Start Points to a Rallying Point by alternative routes, and thence via a common Route to the Place of Assembly; and second, a Trial Stage, during which competing cars shall be required to travel via a common route to the Finish at the Place of Final Assembly.
The Assembly Stage shall be divided into two Divisions, each comprising a number of Sections between Time Controls as hereinafter defined; the Trial Stage shall also be divided first into a number of Divisions, each of which shall in turn be divided into Sections between Time Controls, and at the end of each of which Division there shall be provided a period for rest, food, refuelling and/or service.
It shall be the general purpose of the Rally that cars shall report at all Controls as hereinafter defined within the limits of time allowed and from a direction as may be specified, and/or maintain specified limits of speed, and/or produce to the relevant officials such items of information as may be specified. |
| Right of
Abandonment. | 6. The Promoters reserve the right to abandon the Rally if, by the date specified herein as the closing date for the receipt of entries, the number of entries received is, in their opinion, insufficient to warrant the Rally being conducted, and, in the event of such abandonment, shall refund all entry fees received in full. |
| Protests. | 7. Protests, if any, arising out of the Rally shall be acceptable only if made in conformity with the requirements of Part XII of the National Competition Rules. |
| Insurance. | 8. Every competing car shall be required to be covered by a policy of insurance against claims by "third parties", and to be registered for road use by the relevant civil authority. Entrants and competing crews shall be deemed to agree, by entering, to comply with whatever other insurance requirements may be laid down either by C.A.M.S. or the Promoters, and to pay to the Organisers on demand whatever sums are required as premiums for such insurance. |
| Further
Regulations,
etc. | 9. The organisers reserve the right to issue Final Supplementary Regulations and Route and other Instructions to competing crews, and these shall have the same force as these Regulations. |

II — CREWS and VEHICLES

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| Conditions
of
Eligibility
of Crews. | 10. The Rally shall be open to all persons of either sex who shall have, by the date of the Start of the Rally, attained the age of 18 years. The Entrant and both crew-members competing in whatever capacity shall be required to be in possession of a current and valid General Competition Licence issued by an A.C.N. under the Code, or, in the case of Australian Nationals, of a current and valid Limited Competition or Road Event Licence issued by C.A.M.S. All crew-members under the age of 21 years at the Start of the Rally shall be required to obtain and submit on their entry forms the consent of their parents or legal guardians for them to compete in the Rally. Crews shall comprise two persons only and the same crew shall be required to compete throughout the Rally. |
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BP RALLY, 1969 — Supplementary Regulations

- Cars Eligible.
- Only the fuel and oils of the Promoters to be used.
- Cars shall be liable to scrutiny.
- Signs and Markings on Cars.
11. Cars must comply with the provisions of Groups B (Improved Production Sports Cars) and C (Improved Production Touring Cars) of the 2nd Category, Appendix C, National Competition Rules, subject to modifications only as specified in Appendix A to these Regulations. The same car shall be required to compete throughout the Rally.
 12. Entrants and crews shall use exclusively the motor fuels and oils marketed by the Promoters, and may be required, before the announcement of final results, to make a Statutory Declaration that no petroleum products marketed by organisations other than the above named Promoters have been used during the Rally as motor engine fuels or motor engine oils. In the event of some emergency having required an entrant to use the petroleum products of any other organisation in contravention of this Regulation, the said entrant shall then be required to advise the Organisers in writing of the circumstances at the end of the Rally. The Promoters shall then in their absolute discretion decide whether the circumstances were such as to justify the use of such fuels and/or oils, and if they do so decide, shall impose no penalty for such use. If in the absolute discretion of the Promoters the circumstances did not justify such use, the penalty of exclusion from the Rally shall be imposed on the Entrant concerned.
 13. Before the Start, cars shall be required to be submitted for examination by Scrutineers appointed by the Organisers. At any point during the Rally, and after the Finish, cars may be required to be impounded for further scrutiny, and Entrants shall, by entering, be deemed to have agreed to such impounding and scrutiny. The cost of examination of any car so impounded or scrutinised shall, if the car is found not to comply with the requirements of these Regulations, be payable by the Entrant. No Protest shall lie against the decision of any Scrutineer as to the roadworthiness of the car concerned, such officials being Judges of Fact in this respect.
 14. (a) The Promoters shall supply signs and competition numbers for competing cars, and these shall be attached to the car and maintained in good condition throughout the Rally.
(b) It shall be permitted to inscribe in neat lettering, within areas not exceeding 9 ins. high and 36 ins. long (one such area on each bonnet or front wing), the names of the entrant crew and their town and/or State of origin. It shall also be permitted to carry and display BP Rally badges, the C.A.M.S. car badge or any Club Car badge.
(c) No other markings or signs of any kind, apart from the normal nameplates indicating the maker's name and type as supplied in standard form, shall be permitted on the cars. No markings or signs associated with the products related to the petroleum industry, other than those of the Promoter, shall be permitted on the dress of any crew member. The Organisers reserve the right to direct the withdrawal from the Rally at any point of any car not complying with this Regulation.

III — CLASSES, AWARDS and PENALTIES

- Classes.
- Prizes & Awards.
- Qualifications for Special Awards — Interstate and Novice Awards.
- Equal time requirements.
15. For the purpose of awarding prizes and awards, competing cars will be classified according to their engine capacity (N.C.R.10), the limits and designations of such classes being as follows:

Class A	Up to 1100 c.c.
Class B	1101 — 1500 c.c.
Class C	1501 — 2000 c.c.
Class D	Above 2000 c.c.
 16. The prizes and awards as listed in Appendix C to these Regulations shall be won by the entrants and/or crews of such cars as have incurred the least penalties as hereunder described in their respective classes or categories and subject to any special further conditions applying to any particular award. Award of class and outright prizes shall be determined if possible upon the basis of penalties incurred only during the Final Stage of the Rally (See Reg. 20).
 17. (a) For the purpose of awarding prizes to Interstate starters and entrants, it shall be required that both crew members shall be residents of a State other than Victoria, Australia, and that the car start from the State in respect of which the said Interstate Prize is offered.
(b) For the purpose of awarding any "novice" prize, it shall be required that neither member of the relevant crew shall have, at the completion of the 1968 BP Rally, won, or qualified to win, any class, outright prize or novice award, in any BP Rally.
(c) For the purpose of awarding Teams Prizes, teams of any three cars, irrespective of class or make, may be nominated by agreement, and the nominated team of three who all finish and whose penalties total least shall be deemed the winner of such prize. Further, the Manufacturers' Award shall be allotted to the three cars of the same make and name (but not necessarily model) which all finish with the least total of penalty points.
 18. All cars will be required to maintain the same time requirements irrespective of class.

BP RALLY, 1969 — Supplementary Regulations

- Penalties.** 19. In addition to the penalties envisaged and provided for elsewhere in these Regulations, penalty points may be applied for breaches of the Regulations, Route or other General Instructions. The penalty points applied in respect of any one Time Section shall not exceed 100, but higher penalties may be applied in respect of general breaches. The scale of penalties applied shall be defined in Appendix B of these Regulations.
- Determination of Ties.** 20. In the event that two or more competitors are "tied" with equal penalties for the Trial Stage, such tie will then be determined, if possible, having consideration to the relevant penalties incurred on the Assembly Stage; should this method still not determine the ties, they shall be determined by reference to the number of Time Sections completed without loss of points by the relevant competitors in the Trial Stage, the competitor with the greatest number of such Sections being the winner of the tie; in the event that such method still does not determine the tie, it shall be determined upon the times taken by the relevant competitors, including penalty time, if any, to complete the special tests at the Finish; and if this method still does not determine the tie, the competitors concerned shall be deemed equal winners of any relevant prize, or if more than one, of relevant prizes, which shall, in such case, be put together and equally divided between the competitors concerned.
- Private Property.** 21. At no time during the Rally shall competing cars be permitted to enter any private property except by the express permission of the occupier, or as may be indicated by the Organisers in Route Instructions or by the affixing to the fence or gate of such property of a Rally Sign indicating the route into such property. The damaging of any fixed property, fences or gates shall be punishable by exclusion or a points penalty at the discretion of the Director of the Rally. No obligation shall rest upon the Organisers to indicate each and every gate wholly within private property.

IV — ENTRIES

- Entry Dates.** 22. Entries shall be acceptable only if made upon the Official Entry Form included with these Regulations, properly completed and received at the office of the Organisers (Reg. 3) together with the relevant Entry Fee (Reg. 23) and other Fees (if any) between the hours of 9.00 a.m. on Monday, January 20th, 1968, and 12.00 noon on Saturday, April 12th, 1969, save only that posted entries may be received by the first mail after the latter date.
- Entry Fees.** 23. The Entry Fee shall be \$25.00 if received on or before March 22nd, 1969, or \$50.00 if received after that date.
- Refusal of Entries.** 24. The Promoters reserve the right to refuse any entry without giving a reason for such refusal (N.C.R. 69 ii) or to accept any entry conditionally. If an entry is accepted conditionally, the Promoters undertake finally to accept or reject such entry not less than 14 days before the Start of the Rally, and to refund the entry fee of any rejected entry in full.
- Limit on Entries.** 25. All entries after the first 60 have been accepted shall be conditional entries, unless notified otherwise.
- Change of Class.** 26. Entrants may, at any time within seven days of the Start of the Rally, change their entry from a car eligible for one of the classes in Regulation 17 to a car eligible for another such class, by notice to the Organisers in writing, the completion of another Entry Form and the payment to the Organisers of a further fee of \$2.00.
- Competition Numbers.** 27. Numbers shall be allotted to cars by ballot after the close of entries, the Organisers reserving the right to "seed" the field of entrants in their absolute discretion, and to conduct the ballot accordingly. Conditional entries finally accepted in place of cancelled entries shall be allotted the numbers previously allotted to the cancelled entry.

V — CONTROL AREAS AND PROCEDURE

- Definition of Controls** 28. In order to control the competing cars, there shall be set up and staffed two types of Controls, viz., **Time Controls**, where the time and direction of arrival and/or departure of cars will be recorded, and **Passage Controls**, where the fact and direction of arrival and/or departure of cars will be recorded; either type of Control may be announced beforehand or may be secretly established on a required route, but if a Time Control is "secret", it shall not necessarily delineate the end of a Time Section.
- Control Officials.** 29. Each Control shall be in the charge of a Control Official who may have assistant Control Officials. Such Control Official shall be deemed a Judge of Fact in relation to the performance or omission of any act by competing crews.

BP RALLY, 1969 — Supplementary Regulations

- Control Areas.**
30. Control Areas shall be defined as follows:
(a) if on a road not at an intersection, the whole of the area from fence-line to fence-line and from the Control Sign to the Control Official;
(b) if stated in the Route Instructions to be at an intersection, the whole area of such intersection included by the intersection of the fence-line extensions PLUS such further extensions of such area as is necessary to include the positions of the Control Sign and the Control Official; and
(c) all Impound, Inspection and Test Areas.
If either or both roads forming part of a Control Area are unfenced, such area shall be deemed to extend 33 yds. either side of the centre-line of the unfenced road; or if at an intersection shall include a square with sides of 65 yds. length, two of which shall be parallel to the centre-line of the required approach road, such square to be centred on the centre point of the intersection. (See App. E).
- Reporting to Control.**
31. To report to Controls, it shall be necessary for the car with both crew members to proceed as far through the Control Area as is necessary to reach the actual location of the Control Official; and in departing from Controls it shall not be permissible for a car to return through any part of the Control Area unless the Control Official so directs. The location of the Control Official shall be taken to imply the required direction, if any, of departure from Control (See App. E). A Control Official shall, however, direct cars entering from a wrong direction of entry to face the required direction of departure before booking such cars "in"; and compliance with such instructions shall not be deemed a breach of these Regulations.
- "In Control" and "Out".**
32. Cars shall be deemed to be "in Control" when:
(a) the centre-line of the front wheels of the car crosses any boundary of a Control Area from outside that area; or
(b) the car has booked into the final Time Control at the end of a Division and shall remain "in Control" until such time as it is booked "out" from the Time Control at the start of the next following Division.
Cars shall be deemed to be "out of Control", so far as time is concerned, when the relevant Control Official has recorded a time of departure in the Road Card, and signified permission for the car to leave a Time Control;
(Unless a car is "held" in Control by direction of the Official, the time of departure shall not be separately recorded, but shall be taken as the same as the time of arrival at that Control.)
- Entering Control.**
33. Cars may approach a Control Area, and may, without penalty be stopped outside such area in such manner as not, in the opinion of the Control Official, to obstruct traffic. It shall be permissible for a member of the Crew to enter Control on foot for the purpose of checking the Official Time, and then to remain in Control until the car enters Control.
- No work in Control.**
34. No mechanical work is permitted on cars when in Control unless specifically permitted in writing, or by an official in cases of emergency.
- Passage through Control.**
35. At no time, unless specifically permitted by an Official of the Rally, shall cars proceed through a Control Area in the direction opposite to the required route, nor traverse any part of Control Area more than once. A Section shall be completed upon reporting at the Time Control at the end of such Section.
- VI — STARTS, TIMING & DOCUMENTS
- Order of Starting.**
36. Cars shall start on the Assembly Stage (as described in Regulation 5 hereof) in order of their numbers, the lowest being first. Cars shall start on the Trial Stage in the order of their numbers, the lowest being first; but at the start of each Section thereafter they shall start in the order of arrival at the Time Control.
At the start of each Division of the Trial Stage, the time of day at which the first car is scheduled to leave on the next following Division will be notified to each crew, together with the location of the "out" Control from which such start will be made. Cars reporting at such "out" Control later than Two Minutes after the preceding car in the field has started may, at the discretion of the Director, be excluded from the Rally at that point.
- Time of Day, and How read.**
37. Time will be read to the next forward minute, the "seconds" hand, if any, being ignored. (e.g., Any time after 10.18 and before 10.19, as shown by the minute hand, shall be taken and recorded as 10.19, and so on.) The "24-hour system" will not be used — all times will be written as in normal use.
The only time of day recognised will be that held by the Control Officials, and this will in all cases be, as nearly as possible, Australian Eastern Standard Time.
Notwithstanding the above provisions, the departure of cars shall be, so far as possible, exactly on the recorded time.

BP RALLY, 1969 — Supplementary Regulations

- Running Intervals. 38. The field shall start each Stage at two-minute intervals, and the Organisers reserve the right to close up, or open out, the field at any point in the Rally.
- Documents. 39. In order to direct crews and record the facts of their performances, crews will be issued with Road Cards, Road Books and Route (and other) Instructions, which latter will have the force of these Regulations.

VII — GENERAL

- Sections separate. 40. Each Section is a separate entity, and time lost on one section cannot be made up on any other Section.
- Maps. 41. The official maps of the Rally shall be named in Final Supplementary Regulations, and all places and named points shall be on one or more of such maps. The accuracy of maps in relation to fact is not guaranteed, but places named shall be taken to be as named on the official map or maps specified in the relevant Route Instructions. Unmapped roads or tracks may be specified or required to be used.
- "Force Majeure". 42. In the event of unforeseen circumstances, such as are referred to in the National Competition Rules as constituting "force majeure", making it impossible for the requirements of the route instructions on any one Time Control Section to be complied with, the Organisers reserve the right to delete the Section or part of it from the Rally.
- Help at Accidents. 43. Crews delayed because of helping others in the event of accident may be freed from consequent penalty at the sole discretion of the Organisers.

APPENDIX "A" — Cars Eligible

Automobiles manufactured in 1962 or later complying with the requirements of Group B (Improved Production Sports Car) or Group C (Improved Production Touring Cars) of Appendix C to the National Competition Rules, with the following omissions and additions:

- i. Seats, interior trim and instructions may be removed, modified or added to.
- ii. Guards and other protective devices designed to prevent accidental damage to lights, rear axles, sump, radiator, transmission system or fuel tank may be fitted. The organisers may reject any such device if in the opinion of the scrutineer such devices materially affect the overall structural strength of the vehicle. Guards on lights must be so fitted as to permit of manual cleaning of the lens. Towing and de-ditching devices are permitted subject to the above provision. The fitting of "mud-flaps" to rear mudguards is permissible.
- iii. Windscreens may not be removed, but laminated glass or ¼ in. thick clear plastic may be substituted for "toughened" glass screens. (Plastic screens may not be fitted over existing screens.)
- iv. An efficient silencer must be fitted.
- v. Additional fuel tanks of free but safe design may be fitted, provided that they are not placed in any passenger compartment, and that they are vented to the exterior of the car.
- vi. The automobile must be registered with the relevant Australian civil authority.
- vii. Touring cars ("hard top") shall be required to be fitted with safety belt or harness for each member of the crew, such as complies with Australian Standard E 35.
- viii. Extra forward facing lights may be fitted, but only in such manner as to comply with the Lighting Regulations of the civil Authority registering the vehicle.
- ix. Equipment carried must include an emergency first aid kit, an axe and a spade; fuel sufficient for 300 miles must be carried at the start of the Assembly Stage and each Division of the Trial Stage.
- x. Radio receivers, heaters and screen washers may be fitted.
- xi. Reversing lights, either automatically operated, or, if manually operated, with a panel warning light, may be fitted.

NOTE: The onus of proof that the car complies with these regulations rests with the Entrant. The cost of machine examination of any car impounded and/or scrutinised shall be payable by the Entrant if the car is found not to comply with the requirements of these Regulations.

BP RALLY, 1969 — Supplementary Regulations

APPENDIX "B" — Penalties

Penalties shall be imposed and points deducted as follows:—

For each minute or part of a minute late or early at any Time Control (or Passage Control if time of arrival thereat is specified or implied)	1 pt.
For failure to report at a Passage Control	25 pts.
For entering any Control from other than a specified direction	30 pts.
For failure to record any single required item of information as specified in Route Instructions	5 pts.
For failure to report at the Time Control at either end of a Section	100 pts.
For loss of Road Book or Road Card	100 pts.
For working on car in Control other than as permitted by an Official or as specified in Route Instructions	250 pts.
For failure of any electrical component or the silencer to operate satisfactorily in the opinion of the Machine Examiners at the place of Final Assembly	1 pt. ea.
For failure to complete the Trial Stage (i.e., by not reporting at the Time Control at either end of a Division)	Exclusion*
For Dangerous or drunken driving (in the opinion of any Official present)	Exclusion*
For any other breach of these Regulations not specified above.	Up to 200 pts.*

*At the discretion of the Director.

APPENDIX "C" — Prizes and Trophies

- i. The Outright Winning Crew: — The BP Rally Rose Bowl
- ii. Each Member of Winning Crew: — Trophy
- iii. Each Member of Class-Winning Crews (other than Outright): — Trophy
- iv. Each Member of most successful one-make team: — Trophy
- v. Each Member of crew/s showing outstanding sportmanship: — Director's Bronze Medal.

A. CLASS AND NOVICE PRIZES —

The 1st car in each class	\$200.00
The 2nd car in each class	\$100.00
The 3rd car in each class	\$50.00
The winning novice crew overall (Reg. 17)	\$100.00
Each car in winning team*	\$100.00

B. ADDED PRIZES —

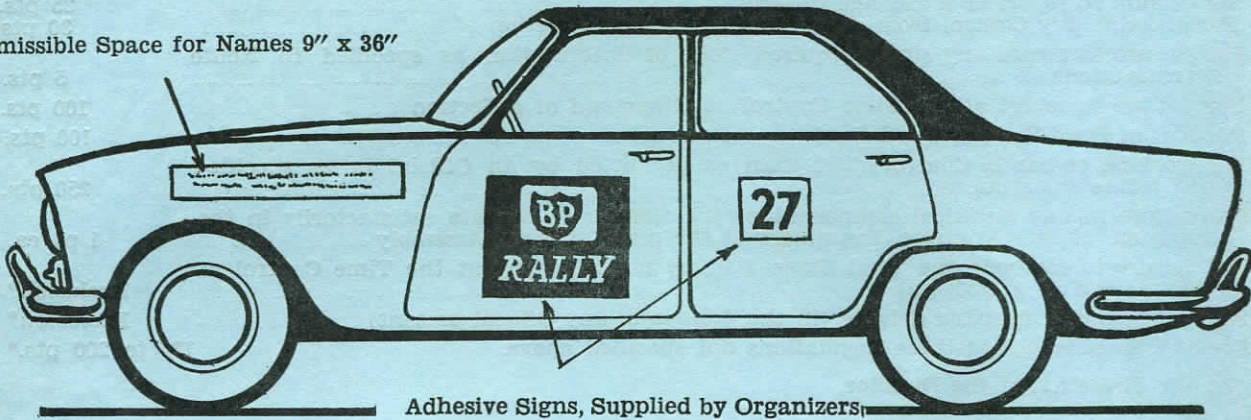
1st Outright	\$500.00 added
2nd Outright	\$300.00 added
3rd Outright	\$200.00 added
4th Outright	\$150.00 added
5th Outright	\$100.00 added
6th Outright	\$50.00 added
The leading car from Sydney	\$100.00 added
The leading car from Adelaide	\$100.00 added
The leading car from Hobart	\$100.00 added

*The cash Teams Prize shall be allotted to the highest finishing nominated team, irrespective of the makes of car comprising such team.

BP RALLY, 1969 — Supplementary Regulations

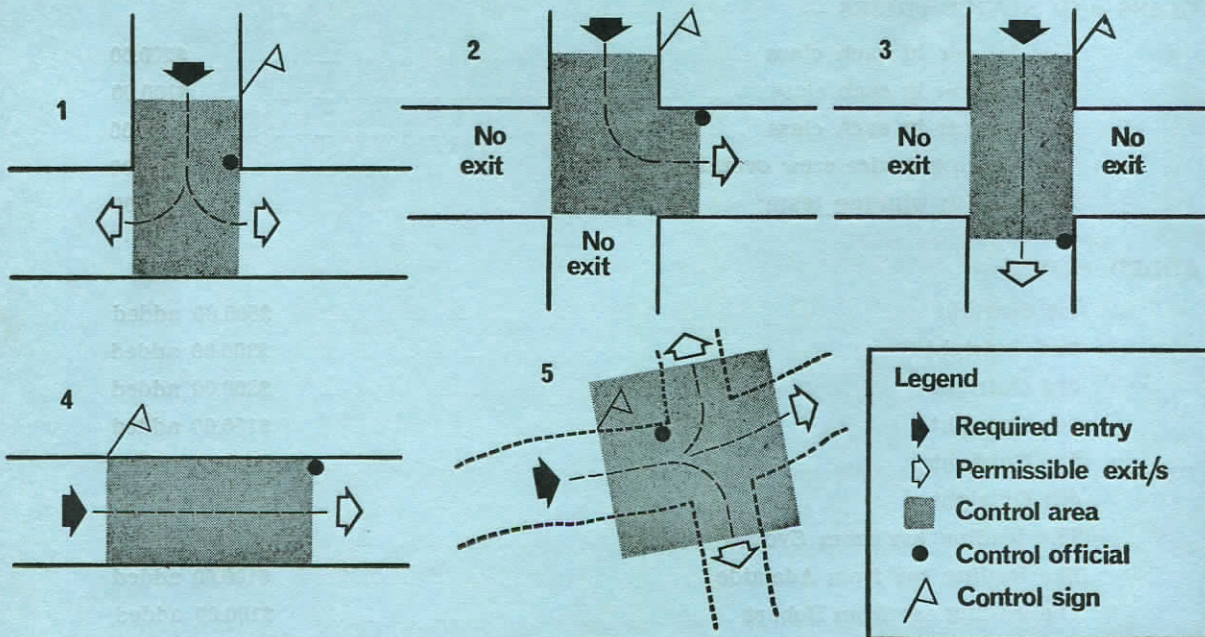
APPENDIX "D" — Signwriting

Permissible Space for Names 9" x 36"



Adhesive Signs, Supplied by Organizers

APPENDIX "E" — Control Areas, etc.



BP RALLY, 1969

Held under the International Sporting Code and the National Competition Rules of the Confederation of Australian Motor Sport

ORGANISED BY THE
LIGHT CAR CLUB OF AUSTRALIA

ENTRY FORM

FOR OFFICIAL USE ONLY	
Number.....	
Name.....	
Car.....	
Class.....	
Team.....	
Form.....	

Light Car Club of Australia,
46 Queen's Road,
Melbourne, Vic., 3004

Date.....

I/We

Address Phone No.....

being the bona-fide registered owner/s of the automobile described overleaf, hereby enter the said car in the BP Rally, 1969. I/We certify that I/we have read and understand the General Supplementary Regulations issued for the said Rally, and that I/we understand and will abide by them. I/We certify that the car described overleaf complies with the said description.

I/We enclose cheque* (etc.) for the amount of \$ as entry fee, elect that this car shall start from (State)

I/We desire that this car shall be teamed with the cars entered by
(Cars to be eligible for the Teams Prize need not be of the one make)

..... and

Signature (Entrant) C.A.M.S. Licence No.

UNDERTAKING.—We, the crew of the above entry, undertake to comply with the provisions of these Supplementary Regulations and the requirements of the National Competition Rules of C.A.M.S.

PARENTS' (OR GUARDIANS') PERMISSION. — I, being the parent (or legal guardian) of the crew-member named in Column 1, agree to his/her entry in the BP Rally, 1969.

Signatures of
BOTH Crew-
members

Signatures of
Parent or
Legal Guardian
(if applicable).

*Please make cheque payable to "The Light Car Club of Australia"

BP RALLY, 1969 — Supplementary Regulations

DESCRIPTION OF CAR

Make Registered No.
Year Model Colour
Body Type Cubic Capacity of Engine

MAKE OF COMPONENTS TO BE USED ON THE RALLY

Tyres Silencer
Plugs Lights
Coil Horns
Battery Brake Linings
Piston Rings Safety Belts
Pistons Power Brakes

NOTE: Unless the make of any Component is stated before the Start of the Rally, no subsequent claim for any conditional prize that may be offered in respect of that Component shall be entertained.

DETAILS OF CREW

	Driver	Navigator
Name
Address
Phone No.
C.A.M.S. Licence No.
Civil Licence No.
Age
Occupation
Car Club/s