

C3/26

NEW TIMING SYSTEM FOR AUSTRALIAN RALLY CHAMPIONSHIP

National Rally Committee has proposed that for all Australian Rally Championship events, the system of timing and operation of controls be that which is required for World Championship events.

In order to introduce such a system and integrate it with the existing Rally Code, the following regulations have been introduced, and will take effect for all ARC events from 1 January 1992.

1992 AUSTRALIAN RALLY CHAMPIONSHIP

PROCEDURE AND FUNCTIONING OF CONTROLS

A. SET UP AND PLACEMENT OF CONTROLS

1 CONTROLS

1.1 SIGNAGE (Refer to Appendix 1)

The signs and positioning thereof must be as follows:

#1 sign Begin Control Zone

#2 sign Time Card Entry

#3 sign Start of Special Stage

#4 sign Finish of Special Stage

#5 sign Stop point

#6 sign End of Control Area

#7 sign Passage Control

All control points (time, passage, start and finish of special stages and stop points) will be indicated by these signs.

The delineation of the control area will be by three signs, viz:

#1 sign

#2 sign

#6 sign

If necessary, all signs on either a red or yellow background may be supplemented by a red or yellow flag respectively.

2 TIME CONTROL

The start of the control area will be indicated by a #1 sign on a yellow background.

The location of the actual control post will be indicated by a #1 sign on a red background.

The end of the control area will be indicated by a #6 sign on a beige background.

3 PASSAGE CONTROL

The start of the control area will be indicated by a #2 sign on a yellow background.

The location of the actual control post will be indicated by a #2 sign on a red background.

The end of the Passage Control Area will be indicated by a #6 sign on a beige background.

4 SPECIAL STAGE

The start of the special stage will be indicated by a #3 sign on a red background.

The finish of the special stage will be indicated by a #4 sign on a red background, which will be preceded by approximately 200 metres by a #4 sign on a yellow background.

The stop point will be indicated by a #5 sign on a red background will normally be placed approximately 200 metres past the finish of the stage, or at a distance which will allow vehicles to stop safely.

The end of control area for the stop point will be indicated by a #6 sign on a beige background.

5 CONTROL AREA

As a general rule, pre-signalling signs (yellow background) will be placed approximately 25 metres before the control post, except at Stop points (see 4 above).

#6 signs (on a beige background) which delineate the end-of-control area will be placed approximately 50 metres after the control point.

- * No repairs or outside assistance may take place within the control area, i.e. between the board with the yellow background and the #6 sign. This area is considered to be "parc ferme".
- * At each control, the Post Chief must be clearly identifiable.
- * Both the Time control and the Special Stage Start Control will be contained within the same control boundaries and will be delineated by the signs described in 1.1.

B. PROCEDURE AT CONTROLS

7. START OF EVENT

All cars will start at two minute intervals, unless otherwise noted in the supplementary regulations for the event.

The minimum time interval between cars will remain constant for the event, unless a time loss is incurred by a competitor.

The time of departure from the start will appear on all competitors time cards.

Any crew arriving late at the start of an event, a leg or a day shall be penalised 1 minute for each minute late. Any car reporting more than ten minutes late will be refused a start.

If a car reports within ten minutes, a new start time will be given and the interval between cars will continue to be two minutes, or as stated in the Supplementary Regulations.

The target time between each time control will be printed on the time card.

All times will be taken as elapsed time, written to the 24 hr clock.

8. DURING EVENT

1. The time a competitor is stopped within a control area may not exceed the time necessary for performing the actual control operations.
2. It is not permitted to enter a control area in any direction other than that specified in the road book, or to re-enter a control area once the booking-in operation has commenced.
3. Booking in to a control at the target check-in time is wholly the responsibility of the crew. It is permitted to visually check the official clock at the control table, however the Post Marshals may not offer crews any information regarding check-in time.
4. All movements in the control area are under the direction of the marshal in charge. Failure to observe the instructions of this marshal may result in exclusion.

9. PASSAGE CONTROLS

At passage controls, the Post Marshal must stamp the time card as soon as it is handed in by the crew. No mention of time is necessary and thus will not occur.

10. TIME CONTROLS

Check-in procedure will be as follows:

The car is deemed to have entered the control the moment it passes the Control entry sign.

No penalty will be applied if the vehicle passes the control entry sign during the target check-in minute or the one preceeding it.

It is forbidden for the car to stop or drive at an abnormally slow speed between the Control entry sign and the actual control post.

Check-in will begin only when both crew members and the car are within the boundaries of the control and in the immediate vicinity of the control table. The check-in time will be the exact moment the time card is handed to the post marshal by one of the crew and will be entered on the road card and will be determined by adding the time allowed for the Road Section to the start time of the Road Section.

Crews may check-in to a Time Control at the end of a day or leg or the end of the event without incurring a time penalty (see Art. 12).

Should a crew not perform the check-in procedure correctly, or if the time of checking-in results in a time penalty, an appropriate written report must be given to the Director.

Departure procedure is as follows:

a) if the next road section does not start with a Special Stage:

The check-in time entered on the road card shall constitute both the arrival time at the end of the road section and the start time of the following one.

b) if the time control is followed by a start control of a special stage:

1. At the time control at the finish of the road section, the Post Marshal will enter on the control card the check-in time and the start time of the following road section for the crew and on the road card, the provisional starting time for the following road section, which must be at least 3 minutes later than the arrival time.

2. After booking in at the Time Control, the crew must proceed immediately to the start of the Special Stage. The Marshal in charge of the Start will enter the time for the start of the stage on the control card. This will usually be the provisional start time for the Stage.

3. The exact starting time for the stage must be entered on the road card at the start of the special stage.

4. The crew will then start the stage in accordance with Art 4.7.1 and .3 of the National Rally Code.

5. The engine of the car must be running when the vehicle is presented at the start line, otherwise the car will be excluded.

6. Should any vehicle have a puncture, the crew will be allocated a maximum of an additional 5 minutes in which to rectify this problem. i.e. in addition to the 3 minutes already allocated between the Time Control and the Start of the Special Stage.

If, for any reason a vehicle's departure from a special stage start is delayed due to reason that may be considered "force majeure" the incident must be noted on the control card by the control officials.

10. SPECIAL STAGE FINISHES

All special stages will have a flying finish. The time of the passage of the car past the flying finish sign will be recorded by marshals at the flying finish line and must be relayed to crews at the Stop control, which will be indicated by a #5 sign on a red background. The location of the Stop control will be between 100 and 300 metres from the flying finish line. All cars must stop at the Stop control.

C. OTHER

11. TIMING

Timing will be as follows:

Special Stages	To the current second
Time Controls	To the current minute
Selective Time Controls	To the current second

The above mentioned increments may not be further subdivided.

12. PENALTIES

Time taken between Time Controls in excess of the target time will be penalised at 5 seconds per minute or part thereof.

Early actual check in time at time controls will be penalised at 60 seconds per minute or part thereof.

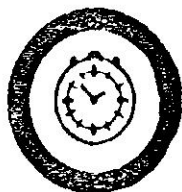
13. CLASSIFICATION

The results of the event will be established by adding the elapsed times of the special stages, road penalties and any other penalties for which the Rally Code may so provide.

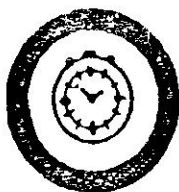
BMK:bmk
10 December 1991

APPENDIX 1

FISA RALLY CONTROL SIGNS



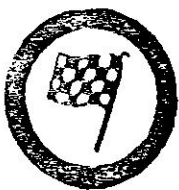
1 SIGN - BEGIN CONTROL ENTRY



2 SIGN - TIME CARD ENTRY



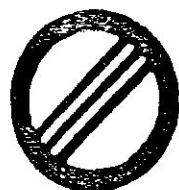
3 SIGN - START OF SPECIAL STAGE



4 SIGN - FINISH OF SPECIAL STAGE



5 SIGN - STOP POINT



6 SIGN - END OF CONTROL AREA



7 SIGN - PASSAGE CONTROL