



# Supplementary Regulations

**MOTO AUTO QUAD and  
SAFARI PRODUCTION**

 **eventscorp**  
WESTERN AUSTRALIA  
A Division of Tourism Western Australia



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## INTRODUCTION AND WELCOME

Welcome to the 2011 Australasian Safari.

It is great pleasure that we also welcome you to Western Australia. Western Australia is my home state and once you have spent some time here, you will like me understand why this is such a warm and welcoming place.

Upfront, I would like to acknowledge the commitment from the 2011 Organising Committee. Steering the Safari is a massive task and without the assistance of the crew, it simply would not be possible. We have had some massive organisation changes in the last 8 months and its great to have the ongoing support of a small but dedicated team.

I would also like to extend a warm welcome to our international competitors who are visiting the Safari for the first time and welcome back if you're returning to Western Australia . It's great to have you Down Under and I am sure you will enjoy your time with us.

Like any event that's evolving, Safari will again see a number of organisational changes. These changes are aimed at making the event more user friendly. The online entry system will again ensure that your entry is processed efficiently and quickly. This will also speed up the documentation process. There will not be any paper forms this year except for your disclaimers, which will be signed at documentation. All applications for any aspect of the event must be processed online.

Safari Reception will be your one stop shop whilst on event. The team will be able to assist you with all of your Safari enquiries.

The Major changes in technology we trialled in 2010 will continue again in 2011. With thanks to the assistance from Blacktree Technology we will be providing you with your on event radios. These radios are a small hand held unit and must be left on at all times. They also contain a GPS tracking unit so we can a) see where you are and b) find you in a hurry.

As the event grows so does the dedicated team of officials. Our Road Crews have been busy and they are working on another fantastic course that will take you all too new areas of the State. Whilst some of the towns will be familiar and some of the areas will be known the course is still going to be a challenge.

We have created a new Auto class called Safari Production. This is a stand alone category and hopefully will become a larger part of the event in the future.

I encourage you to stay longer in Western Australia. Why not use the Safari as the start of a family holiday and let's face it you will need a break after the 2011 event.

As usual if you have any queries please call me anytime.

See you in September.

Justin Hunt  
Event Director &  
Clerk of Course

## SECTION A: GENERAL

### 1 ORGANISATION

#### 1.1 DEFINITION

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The 2011 Australasian Safari (hereinafter called "The Event") is a Cross Country Rally that incorporates several motorsport categories, including AUTO, MOTO and QUADS. Included in the event are:

- the National and International Cross Country Rally for MOTO
- the Cross Country Rally for AUTO (international entries accepted, refer ISC18)
- the National and International Cross Country Rally for QUADS (including ATV's)

The event shall be conducted on and between Thursday 22nd and Friday 30th September 2011, commencing in Perth and finishing in Kalgoorlie, Western Australia.

The route, which covers a variety of terrain on both public and private roads and tracks, will be divided into Sections consisting of "Selective (Special) Sections", which are linked by Road Sections. At the conclusion of each Leg (days competition), a compulsory halt will be scheduled at the overnight stop location. The event will be conducted over eight Legs, over a distance of approximately 3,400 kilometres.

#### 1.2 PROMOTER / ORGANISER

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The event promoter and organiser is Justin Hunt Management P/L, who has appointed an Organising Committee (herein after referred to as the 'Organisers').

Justin Hunt Management P/L  
C2/4 King Edward Road  
OSBORNE PARK, WA, AUSTRALIA, 6017  
**(Tel) +61 (0) 8 9445 2645**  
**(Fax) +61 (0) 8 9446 9629**

[www.australasiansafari.com.au](http://www.australasiansafari.com.au)

The Australian Business Number (ABN) is 51 149 027 850.

#### 1.3 SECRETARIAT

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The official office of the Event Secretariat is:

Justin Hunt Management P/L  
C2/4 King Edward Road  
OSBORNE PARK, WA, AUSTRALIA, 6017  
**(Tel) +61 (0) 8 9445 2645**  
**(Fax) +61 (0) 8 9446 9629**  
Email: [info@australasiansafari.com.au](mailto:info@australasiansafari.com.au)  
Website: [www.australasiansafari.com.au](http://www.australasiansafari.com.au)

The Organiser accepts no responsibility for correspondence forwarded to any address other than that indicated above.

## 1.4 EVENT OFFICIALS

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### Organising Committee

Clerk of Course	Justin Hunt
Clerk of Course – AUTO	Scott Spedding
Clerk of Course – MOTO / QUAD	Allan Halley
Deputy Clerk of Course – MOTO / QUAD	Pete Smith
Assistant Clerk of Course – Medical	Dr Rik Hagen
Assistant Clerk of Course – Service & Refuels	Illiffe Dover
Road Coordinator	Ron Rigby
Chief Competitor Relations Officer	Haydn Joss
Competitor Relations Officer – MOTO / QUAD	TBA
Competitor Relations Officer – Auto	Dieter von Mollendorf
Adventure Tour Director	Andy van Kann
Moto Adviser	Paul Mack
Auto Adviser	Dave Fong
Chief Scrutineer Auto	Daniel Rogers
Chief Scrutineer Moto / Quad	Chris Back
Event Secretary & Event Manager	Sally Higgins

### Other Senior Officials

Compliance Checker (CAMS)	Justin Hunt
Results and Timing	Garry Searle
Event Checker	Adrian Stafford
Chief Medical Officer	Dr Matt Croxford

### CAMS and MA Officials

MA Steward	Chris Simon
CAMS Chief Steward	Roger Brown
CAMS Steward	Paul Simpson

### Judges of Fact

Judges of Fact will include:

- All event officials
- All MSR Personnel

## 2. PROGRAM

Entries Open	Date:	Friday 11 March
Closing Date for Entries	Date:	Friday 12 August
Entry list Published	Date:	Friday 2 September
Provision of schedule for Documentation and Scrutineering	Date:	Friday 9 September
Safari HQ Opens Official Notice Board	Date: Time: Place:	Tuesday 20 September 12:00 – 21:00 Ern Halliday Reserve, Whitfords Avenue Hillarys
Documentation Please refer to schedule for individual times	Date: Place:	Wednesday 21 September 9:00 – 21:00 Ern Halliday Reserve
Scrutineering Please refer to Schedule for individual times	Date: Place:	Wednesday 21 September 10:00 – 17:00 Whitfords Nodes, Hillarys
Media Conference	Date: Place: Time:	Thursday 22 September Hillarys TBC 10:00
Compulsory Adventure Tour Briefing	Date: Time: Place:	Thursday 22 September TBC TBC
Compulsory Competitors' Briefing	Date: Time: Place:	Thursday 22 September 12:00 – 14:00 TBC
Compulsory International Competitors Briefing	Date: Time: Place:	Thursday 22 September TBC TBC
Close of Team Entries	Date: Time: Place:	Thursday 22 September 12 noon Event Headquarters
Safari Show	Date: Time: Place:	Thursday 22 September 15:00 – 19:00 Hillarys Boat Harbour
Ceremonial Start	Date: Time: Place:	Thursday 22 September 16:00 – 18:00 Hillarys Boat Harbour
Prologue	Date: Time: Place:	Friday 23 September TBA To be advised
Posting of Start List for Leg 1	Date: Time: Place:	Friday 23 September 18:00 Official Notice Board
Leg 1 Start (and each subsequent Leg Start)	Date: Time:	As per the event itinerary
End of Leg Competitors' Briefing (Competitor(s) & Team Manager must attend)	Date: Time:	Held Nightly commencing at the end of Leg 1 19:00
Start List (Legs 2 to 7)	Date: Time: Place:	Published nightly after Leg 1 19:00 Official Notice Board

Podium Finish	Date: Time: Place:	Friday 30 September As per the Itinerary Kalgoorlie
Post Event Scrutineering	Date: Time: Place:	Friday 30 September To be advised TBA
Provisional Results	Date: Time: Place:	Friday 30 September 18:00 Official Notice Board
Safari HQ Closes	Date: Time:	Friday 30 September 18:00
Presentation Dinner	Date: Time: Place:	Friday 30 September 19:00 Kalgoorlie

### 3. TERMINOLOGY

**MA:** Motorcycling Australia

**CAMS:** Confederation of Australian Motorsport

**CLERK OF COURSE MOTO:** This Role is responsible for all MOTO and QUAD competitors and regulatory decisions.

**CLERK OF COURSE AUTO:** This Role is responsible for all AUTO competitors and regulatory decisions.

**ROAD DIRECTOR ADVENTURE TOUR:** This Role is responsible for all Adventure Tour participants and regulatory decisions.

**Leg:** Each part of the Event separated by an overnight stop bivouac.

**Road Section:** Section of route, to be completed in the allotted time, between two successive time controls.

**Selective Section:** Competitive speed test in real time, over a route specified by a road book, timed to the second between the start control and flying finish control.

**Allotted Time:** Each road section must be run in the allotted time (time allowed), which must be respected by all entrants. Any entrant checking in at the Time Control at the end of a Road Section either before or after their due time will result in a penalty by increments of one minute.

**Target Time:** The time each competitor aims to complete each selective section.

**Real Time (Elapsed Time):** The time actually used by a competitor to complete a Selective Section, timed to the second.

**Maximum Time Allowed:** The Maximum Time Allowed (Late Time) is the accumulated time by which a competitor exceeds the allotted time for Road Sections and the scheduled target times for Selective Sections. The accumulation of Maximum Time Allowed (Late Time) is by increments of one minute in both Road and Selective Sections. The Maximum Time Allowed (Late Time) applies separately to each leg of the event, and is not cumulative from one leg to the next.

**Fixed Penalty:** A time penalty to be added to penalties already incurred by entrants in specific cases and specified in the Supplementary Regulations.

**Regrouping:** Stops provided by the Clerk of Course in order to allow the regrouping of competitors still in the race and reduce the intervals between them. The stopping time may vary according to the number of entrants competing.

**Neutralisation:** Time during which the competitors are stopped by the Clerk of the Course (or once booked into a control).

**Parc Fermé (Closed Park):** Zone in which no repairs or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the Event or communicated via a Bulletin.

**Bulletin:** Official Bulletin(Notice) forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The Bulletins are numbered, dated and signed:

- By the Organiser, up to the start of the event and approved by CAMS and MA
- By the Sporting Stewards throughout the running of the event

**Time Card:** Card designed for affixing the markings of the various checks carried out over the itinerary.

**TC:** Time Control

**PC:** Passage Control

**TPC:** Timed Passage Control

**Course or Route:** The official course as described by the Organisers in the road book. It represents the itinerary to be followed. Leaving the prescribed course is forbidden unless authorised in the road book, or by the Clerk of Course in a briefing or by further instructions issued by the Organisers, or upon retirement from the event.

**Latest Start Time:** A time after which the Clerk of the Course has determined that no competitor shall start a Selective Section.

**Complete Motorcycle:** Two wheeled motorcycle with all the intrinsic parts present. Eg. Wheels, frame, motor, fuel tank, seat, handlebars, etc.

## 4. EVENT ENTRIES

### 4.1 ENTRIES

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Entries open on Friday 11th March and close Friday 12<sup>th</sup> August 2011 at 1700hrs AWST. The Organisers reserve the right to cancel or postpone The Event if fewer than 30 entries are received by the entry closing date.

Entries will be accepted in order of receipt. An EOI (Expression of Interest) must be lodged before the entry process can commence. Application to enter a vehicle must be made on the official (online) entry form which must be signed (at the event) by the competitor and lodged (online), with the requisite entry fee at the Event's official office in Osborne Park, Western Australia.

The Organisers reserve the right to reject any entry without giving a specific reason, and in such a case will refund the entry fee in full. Such rejection shall be made within 14 days of receipt of the entry form by the organisers. Notification of such a refusal shall be sent to the competitor.

The competitor/entrant must be the legally registered owner of the vehicle or have written permission from the bonafide owner of the vehicle to enter the Event. This documentation should be lodged with the entry form.

By the fact of submitting the online entry form competitors/entrants agree to be bound by these Supplementary Regulations and all rules pertaining to the event, as well as any Bulletins that may be issued. The onus is on the competitor / entrant to make themselves aware of the Supplementary Regulations and any Bulletins that are issued before or during the Event.

It is a condition of acceptance of an entry that competitors acknowledge that the promoter is the owner of the name, logos and designs ('the rights') associated with The Event. Competitors must seek and receive authorisation, in writing, from the promoter, for the use of the rights to permit the reproduction of the name of The Event and the logos and designs.

All advertising, sales promotion and publicity material produced by the participants must refer prominently to The Event as the '(Sponsor Name) AUSTRALASIAN SAFARI' and all riders, their agents, management and sponsors shall, by entering The Event, specifically agree to abide by this regulation.

It is a condition of acceptance of entry that the promoter has the right to request that competitors must carry and operate photographic equipment and authorise the production, distribution and sales of models, photographs or other forms of reproduction of any vehicle competing, complete with competition livery (including name of competitor/entrant) for event related promotions. All competitors and event officials also agree that their voices will be recorded by the organisers during event communication.

Film and video tape rights for The Event are solely the property of Justin Hunt Management Pty Ltd, or its nominee. Competitors are permitted to carry and use video cameras, but the promoter retains copyright of all film/video footage associated with The Event other than for personal use and enjoyment of amateurs. Any commercial arrangements made by a rider for the sale of film or video footage, or viewing of such footage in a public place, must be approved in writing by the promoter. Competitors/Entrants are advised to contact the promoter prior to making any commercial arrangements. Failure to observe this regulation may lead to a breach of copyright charge.

By entering The Event all participants shall agree to the free use of their names and photographs in any publicity material which may be issued by the Organisers, The Event principal sponsor and its associated companies. Advertising, publicity and all other statements made by riders and their agencies referring to the results of The Event shall be in accordance with the official results announced by the Organisers.

Competitors/Entrants and/or crew are not permitted to use The Event to sell any item of merchandise which includes The Event logo or name (e.g: tee shirts, caps, badges, etc) without the express written permission of the Organisers, and any such sales agreed to by the Organisers may be subject to payment of commission to the Organisers.

Up to the time of the reporting for pre-event scrutiny, the competitor shall be free to replace the vehicle entered. If a vehicle does not correspond, in its configuration when presented for scrutiny, to its category, the vehicle concerned may be transferred by the Jury of Sporting Stewards to another category.

The maximum number of entries permitted is 150 (MOTO), 50 (AUTO) and 50 (QUAD). If these numbers are reached in any category, the Organisers will firstly consider entries from 2007, 2008 2009 & 2010 then entries received in date order.

## 4.2 FEES

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All fees shall be payable to Justin Hunt Management Pty Ltd. An outline of fees involved within each category can be found in the subsequent sections specific to each division.

Entry Fees include the following:

- Entry of one vehicle;
- One ticket (per competing crew member) to the Awards Presentation Dinner;
- Access to the event facilities including medical support and overnight stops;
- Merchandise pack, including cap, t-shirt and jacket; and
- Public Risk Insurance as obtained by the Organisers.

Discounted rates are available between the following dates:

- Early Bird:** From the opening of entries to 15 April 2011 (Note Early Bird Entries have now closed).  
**Discount:** 16 April 2011 to 28 May 2011  
**Normal:** 29 May 2011 until the close of entries, 12 August 2011

The table below details the entry fees:

<b>Early Bird Auto</b>	<b>\$6,300</b>
<b>Discount Auto</b>	<b>\$6,800</b>
<b>Standard Auto</b>	<b>\$7,300</b>
<b>Early Bird Moto</b>	<b>\$4,000</b>
<b>Discount Moto</b>	<b>\$4,500</b>
<b>Standard Moto</b>	<b>\$5,000</b>
<b>Early Bird Quad</b>	<b>\$4,000</b>
<b>Discount Quad</b>	<b>\$4,500</b>
<b>Standard Quad</b>	<b>\$5,000</b>

All figures quoted are in Australian Dollars and include GST. **Cut Off** for each entry level is 5.00 pm AWST on the date of closing. i.e. Discounted Entries close at 5.00 pm AWST on the 31<sup>st</sup> May 2011. Auto Production is the same entry category as Auto.

**MOTO and QUAD Pair Entries** are again available in 2011. A Pairs Entry is where the riders share the duties of riding leg by leg. Each rider must complete a minimum amount of riding to qualify as a finisher.

<b>Early Bird Moto - Pairs</b>	<b>\$4,300</b>
<b>Discount Moto - Pairs</b>	<b>\$4,900</b>
<b>Standard Moto - Pairs</b>	<b>\$5,400</b>
<b>Early Bird QUAD - Pairs</b>	<b>\$4,300</b>
<b>Discount Quad - Pairs</b>	<b>\$4,900</b>
<b>Standard Quad - Pairs</b>	<b>\$5,400</b>

**NOTE:** The actual entry fees listed in each category are on the proviso that the competitor accepts the Organisers 'obligatory' advertising on the vehicle. If they do not, the entry fee increases as detailed in these regulations. If you wish to apply for the removal of the obligatory advertising please advise the Secretariat in writing before the close of entries.

A progressive payment system can be used provided the full amount is paid by the close of entries.

**Mates Rates** are again available in 2011. For every NEW competitor introduced to the event by an existing competitor (i.e. a person who has not competed in the 2007, 2008, 2009 or 2010 Safari events), you (the existing competitor) will receive a \$500 discount off your entry fee. Each single entry may claim a maximum of 2 x Mates Rates discounts (that's \$1,000!). All Mates Rates applications must be received by the close of entries and will not be processed after that date. These can be submitted via snail mail, email or fax, but must be submitted in writing.

### 4.3 PAYMENTS

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All fees are to be made payable to **JUSTIN HUNT MANAGEMENT PTY LTD** and are to be mailed to the official postal address of the Event Secretariat. If payment is being made by credit card please complete the credit card payment details on the entry form. Please note that **only** Visa Card and MasterCard are accepted and a 4% fee applies.

If payment is to be made by electronic transfer, the banking details are as follows:

Bank: Bankwest  
BSB: 306 031  
ACC: 0546609  
Name: Justin Hunt Management Pty Ltd

If paying by electronic transfer please advise the Event Secretariat of the date executed and the payment details.

### 4.4 REFUNDS

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All withdrawals must be submitted to the organisers in writing. The refunds applicable to fully paid or partly paid entry fees are:

- If withdrawn between the lodgement of the EOI and close of entries – 50% of the amount paid.
- If withdrawn after Close of Entries – no refund.
- If a vehicle does not pass documentation or scrutiny no refund will be offered.

### 4.5 OTHER FEES

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#### **SERVICE PERSONNEL FEE**

The term 'Service Personnel' shall include all mechanics, team managers, family, friends, etc. over the age of 16 years, who at designated times and locations during The Event, may assist in any way with the preparation, service, repair, refuelling or maintenance of a competing vehicle. Persons under the age of 16 years are not permitted to be a member of a Service Crew.

The Service Registration Online Form must be completed before the close of entries to qualify for the discounted registration fee.

Pre-event Registration - \$390 per person (must be lodged by close of entries).  
On-event Registration - \$450 per person.

Fee includes:

- One Awards presentation function ticket;
- Service Personnel accreditation;
- One merchandise pack to include one event polo shirt and one event cap;
- One unit of Personal Accident Insurance coverage; and
- Use of overnight stop facilities (camp ground, showers, toilets, medical facilities etc).

### **SERVICE VEHICLE REGISTRATION FEE**

The term 'Service Vehicle' shall include any vehicle that performs a mechanical support role, including, but not limited to the carrying of fuel and / or spare parts.

The Service Vehicle Registration Online Form must be completed before the close of entries to qualify for the discounted registration fee.

Pre-event Registration - \$290 per vehicle (must be lodged by close of entries).

On-event Registration - \$340 per vehicle.

Fee includes:

- Service instructions;
- Service Vehicle Accreditation; and
- Vehicle access to the bivouac and additional service areas.

### **SUPPORT CREW FEE**

Family members and friends who are not registered as Service Crew must register as 'Support Crew'. Support Crew are not to assist any competitor or the competition vehicle in any mechanical way, whether that be preparation, service, or vehicle repair. They may, however, provide sustenance at overnight stops.

The Support Crew Registration Form must be completed before the close of entries to qualify for the discounted registration fee.

Pre-event Registration - \$80 per person (must be lodged by close of entries).

On-event Registration - \$100 per person.

Fee includes:

- Support Crew Accreditation;
- One unit of Personal Accident Insurance coverage (per person); and
- Use of overnight stop facilities (camp ground, showers, toilets, medical facilities etc).

### **SUPPORT CREW VEHICLE REGISTRATION FEE**

The term 'Support Crew Vehicle' shall include any vehicle that DOES NOT perform a mechanical support role. e.g. Campervan.

The Support Crew Vehicle Registration Form must be completed before the close of entries to qualify for the discounted registration fee.

Pre-event Registration - \$80 per vehicle (must be lodged by close of entries).

On-event Registration - \$100 per vehicle.

Fee includes:

- Support Crew Vehicle Stickers; and
- Vehicle access to the bivouac and additional service areas.

## **5. GENERAL ADMINISTRATION**

### **5.1 AUTHORITY AND JURISDICTION**

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The event shall be conducted in conformity with the National Competition Rules (NCR) of CAMS (AUTO), the CAMS Cross Country Rally Standing and Technical Regulations and the General Competition Rules (GCRs) of Motorcycle Australia (MOTO and QUADS) and these Supplementary Regulations. These regulations are issued subject to any provisions that may be made mandatory for the conduct of The Event, by the relevant authorities, between the date of issue of these regulations and the conduct of the Event.

The Event shall be conducted under a CAMS Organising Permit 811/3009/01 and the MA Organising Permit TBA.

### **5.2 ACQUAINTANCE WITH REGULATIONS**

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Persons who enter The Event shall be deemed to have acquainted themselves with and agree to abide by all the applicable regulations.

### **5.3 AMENDMENTS TO REGULATIONS**

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Any amendment or addition to the regulations will be communicated by means of a numbered Bulletin. If issued prior to documentation the Bulletin will be uploaded onto The Event website and posted to the nominated email address for each competitor and if issued after documentation the bulletin will be posted on the Official Notice Board.

The Official Notice Board will be located at The Event headquarters. It is the competitor's responsibility to check the board for any information.

### **5.4 CANCELLATION OF EVENT**

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If, for whatever reason, The Event does not take place all entry fees will be refunded in full. The competitor/entrant and crew members acknowledge that:

- Upon the refund of entry fees the Promoter and organisers of the event shall be discharged from any further liability to the competitor/entrant and/or crew members for any expenses or damages arising in any way from their entering the event; and
- Except as the Australian Trade Practices Act 1974 otherwise provides, the Promoter and organisers shall not be liable to them for any direct, indirect or consequential loss, expense or damage arising from their entering The Event.

### **5.5 CREDENTIAL CONTROL**

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All those participating in the Australasian Safari, whether it be competitors, officials, media, contractors, service crew or support crew, will need to hold the appropriate credentials to access all Safari areas, including passes and vehicle stickers and at the organisers discretion wrist lanyards. Any vehicles that do not have the correct decals or any person

without the correct pass will NOT be authorised to access areas including overnight camps, service zones, refuels or other credential controlled areas as deemed by the Organisers.

## 5.6 TRAFFIC REGULATIONS

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Throughout the entire event, crews must strictly observe the traffic laws of the State of Western Australia, except when competing on selective stages. Any competitor or crew who does not comply with these traffic laws shall be subject (as a minimum) to the penalties set out below in addition to any penalty that may be imposed by the State Authority. Depending on the specific circumstances of any infringement, the Stewards or Organisers may increase these penalties.

- 1) 1<sup>st</sup> infringement: A cash penalty of \$250;
- 2) 2<sup>nd</sup> infringement: A time penalty of one hour plus \$500
- 3) 3<sup>rd</sup> infringement: Exclusion from the event.

Please refer to Article 13.2 (SERVICE PERSONNEL) in regards to any breaches to any traffic regulation by any Service or Support Crew.

## 5.7 ANTI-DOPING POLICY (PROHIBITED SUBSTANCES)

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**CAMS** - During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of The Event or practice, therefore, shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during The Event(s).

The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such.

In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.

**MA** - Under a referral dated **1st January 2009**, MA referred the following anti-doping functions, powers and responsibilities ("anti-doping functions") to the Australian Sports Anti-Doping Authority (ASADA):

- Investigating possible anti-doping rule violations within the sport of Motorcycling;
- Issuing infraction notices or other matters under the determined results management process;
- Convening hearings before the Court of Arbitration for Sport (CAS).
- There is no other hearing body for anti-doping matters in Motorcycling.
- Presenting allegations of anti-doping rule violations and all relevant, incidental matters in hearings before CAS; and
- Notifying the results of investigations and hearings and all relevant, incidental matters to relevant bodies including MA and the FIM.
- Any notification will be subject to the Australian Sports Anti-Doping Authority Act 2006 (ASADA Act) and privacy legislation.

## 5.8 FIREARMS

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The carriage of firearms of any description is strictly forbidden. Offenders are liable to exclusion from The Event, as well as possible civil prosecution.

## 5.9 CURRENCY

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All reference to monies in these regulations refers to Australian Dollars. The Goods and Services Tax (GST) is included in all prices where applicable.

## 5.10 PROTESTS

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Protests, if any, must be lodged in accordance with the category provisions/relevant to competition rules.

# 6. INSURANCE AND PERMITS

## 6.1 PUBLIC LIABILITY

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Public Liability Insurance for The Event has been affected through Justin Hunt Management Pty Ltd, CAMS and MA.

Competitors/Entrants of vehicles, which are involved in accidents, which result in claims to rectify property damage under these policies, are required to pay the insurance excess for each accident, which results in damage to property. If the cost is less than the excess, competitors will only be required to pay the cost of the rectification.

## 6.2 PERSONAL ACCIDENT INSURANCE

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Personal accident insurance in excess of that provided through CAMS or MA, is the sole responsibility of the competitor, service crews, support crews and any additional people associated with the event. It is strongly recommended that competitors give consideration to taking out additional insurance cover. In regards to the CAMS insurance, please refer to [www.cams.com.au](http://www.cams.com.au) for addition information.

## 6.3 VEHICLE INSURANCE

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Vehicle Third Party Insurance and/or Third Party Insurance and or Comprehensive Vehicle Insurance is the responsibility of the competitor. Competitors should note that third party property insurance (for damage to another vehicle if you run into it) is not covered by the public liability insurance in 6.1 above, and is the competitor's sole responsibility.

Competitors/Entrants of vehicles registered in **Queensland** must obtain and produce, at pre-event scrutineering, a separate third party extension document issued for vehicles competing in Motor Sports events. This document is readily available from the third party insurance office.

## 6.4 SPECIAL REGISTRATION PERMIT

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'Unregistered' vehicles must have a Special Permit issued by the Department of Transport (DOT) in Western Australia (see special note under Group A4 Buggies).

Competitors who require this permit must indicate this on the entry form and pay the additional fee which will be determined by DOT who will then advise the Organisers. Competitors will **NOT** make direct contact with DOT. It is estimated that the permit will cost \$40.00.

The Permit for public road use is only in conjunction with the event in Western Australia. It will only be valid between 06:00am Wednesday 21st September 2011 and Midnight Saturday 1<sup>st</sup> October 2011 and is subject to Department of Transport approval. This Permit MUST be carried with the vehicle at ALL times during the period of validation.

Permits MUST be applied for **before** the close of entries.

## **6.5 AMBULANCE SUBSCRIPTION SCHEME**

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It is compulsory for ALL MOTO and QUAD competitors to be a member of an Ambulance Subscription Scheme, as they are liable to pay ambulance costs, and Australian competitors are reminded that some medical expenses are not liable to be paid by Medicare. Proof of current compulsory Ambulance Subscription scheme will be required at pre-event documentation. It is strongly recommended that competitors give consideration to taking out additional medical benefits coverage. The Organisers will not be held liable for additional ambulance costs.

## **7. MEDICAL SUPPORT**

### **FIRST INTERVENTION VEHICLE (FIV)**

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These are 4WD vehicles fully medically equipped for emergency intervention and manned by doctors and paramedics qualified in remote and pre-hospital medicine. Doctors will additionally be experienced in advanced life support for trauma, anaesthetics and minor surgery.

The FIVs will be stationed at the start of each competitive stage (selective) and occasionally the midpoints of longer stages.

### **MEDIVAC HELICOPTER**

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A medivac helicopter equipped for medical intervention and stretcher evacuation and manned by helicopter-qualified paramedics is in constant contact with The Event. It may also be used as a mobile command centre for the Clerk of Course and for filming of the event. The helicopter is connected to the Safari UHF radio network and all Department of Civil Aviation frequencies, as well as having Satellite and Mobile telephone capabilities.

### **AMBULANCES**

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A 4WD ambulance will be available for ground evacuations. Where necessary this will rendezvous with St John Ambulance, the Western Australian state provider of ambulance services.

### **EMERGENCY INTERVENTION**

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In the event of a medical emergency, the helicopter can be contacted immediately to attend the scene, and as such will normally provide the first intervention for any accidents. The Clerk of Course will also direct the nearest FIV to the scene as soon as the call has been received.

When the injured competitor has been treated on site by the medivac helicopter and/or an FIV, they will be transported either by:

1. Helicopter to rendezvous with the 4WD Ambulance
2. 4WD Ambulance direct from the site
3. Helicopter direct to the nearest hospital

## **ROYAL FLYING DOCTOR SERVICE**

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To service the needs of the vast Australian Outback, the Royal Flying Doctor Service (RFDS) provides a unique service with modern high-speed turboprop aircraft and state of the art medical facilities to cover a large area. The infrastructure of the RFDS is available, on call, for any evacuations that may be required from the Safari.

## **HOSPITAL AND OFF COURSE MEDICAL FACILITIES**

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All major hospitals and medical facilities along the course are made aware of the Australasian Safari and are able to assist with medical attention if and when required.

## **EVENT MEDICAL TENT**

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A medical tent for treatment of competitors, service crew and officials will be set up at each bivouac. It will be open from arrival of the first competitor at the bivouac until approximately 10pm each night.

All Australian competitors, and /or other registered persons are required to list their Medicare numbers on their Medical Declaration Form.

## 8. EVENT ADMINISTRATION, DOCUMENTATION & SCRUTINEERING

### 8.1 DOCUMENTATION AND SCRUTINEERING

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#### 8.1.1 PRE - EVENT

Documentation:

Time: 09:00 and 21:00  
Date: Wednesday 21<sup>st</sup> September, 2011  
Venue: Ern Halliday Reserve, Hillarys

Scrutineering:

Time 10:00 and 17:00  
Date: Wednesday 21<sup>st</sup> September, 2011  
Venue: Whitfords Nodes, Hillarys

All documentation checks will be made prior to the event at Documentation and will include the checking of licences, insurance, ambulance cover (MOTO and QUADS), entry information, etc. Documentation must be completed before scrutineering can take place.

Report times for documentation and scrutineering will be advised to all competitors at least 1 week prior to their relevant attendance date. Changes to report times will only be considered in extraordinary circumstances, and must be approved in writing by the organisers.

Upon receipt of entry, all competitors will receive written notification of documentation requirements, outstanding paperwork that must be completed prior to the event.

**Late arrival at documentation or scrutiny may be prearranged with the Organisers. However, if this is not prearranged before Friday 16th September 2011, a late scrutineering fee of \$100.00 will apply.**

**Vehicles must be presented in a ready-to-start condition (i.e. with all compulsory, optional equipment on the vehicle and all competitor apparel). Scrutineers appointed by the Organisers will examine vehicles for safety and general compliance with these regulations.**

Any vehicle that does not comply with the provisions of the safety regulations of the Supplementary Regulations, as well as the homologation technical form, shall not be permitted to start.

**Documentation & Scrutineering:**

***Please refer to Published Schedule for YOUR documentation and scrutineering time.***

### 8.1.2 DURING EVENT

The competitor/entrant is responsible at all times of the Event for the technical conformity of their vehicle. During the Event, scrutineers appointed by the Organisers may set up monitoring controls at which scrutineering for safety and general compliance with regulations may be undertaken.

The competitor/entrant alone shall be responsible for ensuring, at his own responsibility, that the identification marks attached during scrutineering are protected up to the end of the event. Any fraudulent act that is recorded and, in particular the presentation of re-touched identification marks as being intact, shall result in a penalty up to exclusion of the competitor, as well as that of any competitor who has aided or abetted the offence. This shall not prejudice any more severe sanctions that may be requested by either motorsport authority over the competitor or the accomplice.

Particular attention will be paid to defective exhaust systems and other defects that could cause grass fires. Any vehicle found to be un-roadworthy by a Police Department, relevant Road Traffic Authority or event official will be liable to exclusion.

### 8.1.3 POST EVENT

On arrival at the final control vehicles may be placed in a Parc Fermé area before being directed to the ceremonial finish. On completion of the ceremonial finish, all competitors are to return to a Parc Fermé for the post event scrutineering and after which will only be released by the authority of the Clerk of Course.

Venue: TBA  
Date: Friday 30th September, 2011  
Time: TBA

Without it being an obligation, a complete and detailed check involving the dismantling of the vehicle of a competitor ranking in the first places of the general classification and of each category, as well as of any other competitor, may be carried out at the complete discretion of the Stewards, either acting on their own initiative or following a complaint, or on the advice of the Clerk of the Course.

## 8.2 COMPETITOR BRIEFINGS

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A briefing for all entrants, competitors, competing crews and service crews will be conducted on Thursday 22<sup>nd</sup> September 2011 before the Ceremonial Start at a time and venue to be advised. It is **compulsory** for all Competitors to attend and sign the attendance form.

Attendance at an alternative briefing together with a penalty of up to 10% of the entry fee may be levied against any competitor that is not in attendance, such fee being payable prior to that competitor being permitted to start the Event.

## 8.3 ODOMETER CHECK

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The organisers will provide an odometer check course within the Perth metropolitan area. Details to be published on the official Notice Board, from 12:00 midday on Tuesday 20th September 2011.

## 8.4 ROAD BOOKS

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Tulips used in the Road Book will be based on Standard Tulip Information. A description of the Tulips used will be included in each Road Book.

The Organisers will provide to each crew a copy of the route instructions for the following leg, and any necessary special maps within two hours of the completion of the previous leg. Such instructions shall have the same force as these regulations.

Reconnaissance is forbidden, in whatever form that may be. The use of GPS is not necessary however the road book may contain GPS references for general information purposes.

Short cutting the course to gain an advantage will result in a competitor being penalised up to exclusion.

## 9. COURSE

The Event is scheduled to start in Perth on Thursday 22<sup>nd</sup> September 2011 with a Ceremonial Start and then with a prologue on Friday 23<sup>rd</sup> September 2011 enroute in Leg Zero to the first country bivouac location and finish in Kalgoorlie on Friday 30<sup>th</sup> September 2011. Vehicles in each vehicle group will run to the same time schedule. Crews failing to complete the course to the satisfaction of the Organisers will be penalised according to the special provisions in these regulations.

### 9.1 PROLOGUE

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The organisers will hold a prologue on Friday 23<sup>rd</sup> September. This will be in a country location enroute to the first overnight stop. Only vehicles and persons holding valid credentials will be permitted into the prologue area. The prologue is compulsory for all competitors.

The prologue distance will be between 15km and 25km in length and the competitors will be issued with route instructions.

Please refer to Section 11.2 for additional information on the starting order.

### 9.2 CEREMONIAL START

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A Ceremonial Start will be held in Perth on Thursday 22<sup>nd</sup> September 2011. Crews will be advised of specific requirements in a Bulletin. Competitors are required to wear full competition gear to the Ceremonial Start.

### 9.3 STRUCTURE

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Primarily the course will be structured for four wheel drive vehicles, quads and dirt bikes. It may be possible to traverse the route in a 2WD vehicle, however this could require winching or other recovery in some circumstances. The Event will be conducted over eight legs and the distance will be between 3,500Km and 4,000Km.

‘Selective Sections’ will be competitive sections with a *time allowed*, set by the Organisers for late time purposes. Time actually taken to complete the section will be applied as a *penalty time*. The time taken in excess of the *time allowed* will be applied against the *late time limit*. All selective sections will be conducted on private, leasehold or crown land and will be on closed roads.

Road Sections will be non-competitive sections which will take crews from one selective section to another, and may be on main roads where other road users may be expected, and through built up areas. Time *taken in excess* of the time allowed, to the current minute, will be applied against the penalty time and late time limit. Early arrival (i.e. in less than time allowed) will be penalised (at what).

## 9.4 MARATHON DAY(S)

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The Organisers will designate at least one Marathon Day. A Marathon Day shall be a Leg of the event where competitors leave the bivouac and will not be visiting a service area until returning to the bivouac at the end of that Leg.

Competitors will be visiting refuel zones where refuelling only shall be allowed. A minimum time shall be set for these zones to allow for refuelling and the consuming of food and refreshment for the Rider / Crew.

No more than 2 Registered Service Crew(s) may assist with refuelling and the provision of sustenance but may not provide any service to the competition vehicle.

Dual Marathon Days may also be run on subsequent days (Legs). Overnight servicing will be permitted as per a typical Leg.

## 9.5 CUT AND RUN

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A crew may Cut and Run under the following circumstances :

- If a crew chooses not to compete in a selective section (for whatever reason) they may elect to miss that section but will have to miss *all subsequent sections of that Leg*.
- No further time penalties or late time will be applied but the crew will incur the “maximum” penalty for missing a section or sections, which shall be equal to 200% of the ‘Target Time’ for that section in the case of the selective sections, or 150% of the ‘Allotted Time’ for road sections.

*A crew may rejoin the Event only at the start of the next Leg.*

*A crew may elect to miss the following day when taking the cut and run option to effect repairs but will incur penalties as listed above for a cut and run for that Leg.*

A crew may leave the prescribed course only at a **major control** and never from within a selective section or a road section. If a crew elects to “cut and run” (miss a section or sections) he/she MUST report his/her intention to the Clerk of Course by radio or if unable to report the intention to the Clerk of Course they must report at the next official Time Control at the beginning or end of the section from which they are withdrawing and advise their intended route to the bivouac.

Once a competitor has advised of a decision to Cut and Run, this cannot be reversed for the particular Leg.

Failure to report the intention to “cut and run” may result in exclusion from the entire event, furthermore, a crew may choose to miss a complete leg (eg: to effect repairs), however, the “maximum” penalty of missing sections will be applied. During the course of the event, a crew may choose the “cut and run” option on a maximum of two non-consecutive occasions, after which they must complete 100% of the remaining course, or face exclusion.

## 9.6 FINISHER

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To qualify as a finisher in the event and qualify for a finisher’s medallion, a crew, with their vehicle must:

1. Complete the course to the satisfaction of the organisers, in total accordance to these regulations.
2. Have not been excluded from the event by the Stewards for any breach of regulation.

To qualify for a **100% SAFARI** award, a competitor must complete 100% of the course as presented by the organisers and NOT incur any penalties.

If a competitor is unable to complete any section or part of a section that other competitors may have completed because of an instruction by an official (force majeure etc), they will still be eligible for the 100% award, however competitors must report to the start of all selective sections **PRIOR** to the stage closure time for their respective class/group.

## 9.7 COURSE MARKINGS / FLAGS

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During the event, the Organisers may choose to define aspects of the competition course using visual land based markers. This may include flags, banners or signage.

At all times the competitor must travel BETWEEN the markers in the correct direction. The markers may not be specifically defined in the road book. Samples of the markers will be on display at the drivers briefing.

Failure to travel between the markers will result in a 30 minute penalty.

## 9.8 OFFICIAL MAPS

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Official 1:1,250,000 maps for the Event will be those published by the Australia Surveying and Land Information Group. They will not be issued by the Organisers. Maps will NOT be necessary to follow the course, as route instructions are fully detailed. Many of the roads and tracks used by the event are unmapped.

Suitable maps or instructions will be issued to Service Crews.

## 9.9 STAGE CUT OFF TIME

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The organisers reserve the right to impose a 'stage cut off time' without notice for any competitor, if it is envisaged that the remaining competitors may not safely complete a selective section.

It is suggested that competitors have suitable driving lights for the competition days that may run into darkness.

Those competitors affected will be instructed on the shortest route to return to the bivouac and shall be given a derived time for the uncontested section/s.

## 10. FUEL

Normal roadside pump unleaded (91 octane) fuel or diesel will be available throughout the event and the refuel instructions will be listed in the road books. At many locations, Premium Unleaded Petrol (PULP) may be available from service stations, however NOT at all refuel points. The locations where PULP is available will be advised in a Competitor Advice at least one month before the start but the organisers cannot guarantee that on the day of the event PULP will be available.

Competitors wishing to use PULP or Bio Diesel fuels will be responsible for getting their own fuel to those locations which do not stock PULP or Bio Diesel (such locations will be advised by the organisers via a "Competitor Advice"). All AUTO category competitors may only use fuels complying with Schedule G of the CAMS Manual.

## 11. CONTROLS AND TIMING

### 11.1 CONTROLS

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Controls used throughout the Event shall be defined hereunder as:

**Major Controls** – the locations will be disclosed in the route instructions. Major Controls are established at the beginning and end of sections for the purpose of recording time of arrival and departure.

**Passage Controls** – the location which may or may not be disclosed in the route instructions, established in both selective and road sections and may not necessarily be established at the same location for the passage of all vehicles in the Event. Failure to stop at a Passage Control when directed to do so by an official may render the offending competitor liable to exclusion from the Event.

**Timed Passage Controls** will generally be located at an intersection of a major road, highway or some other significant feature that requires competitors to cease their competition speed and stop at both the arrival and departure point which could be located from several metres to several kilometres apart. The organisers may also place an unmanned electronic passage control for the monitoring of vehicles.

Within a timed passage control zone, the following shall apply:

- No stopping between the arrival and departure points.
- No passing or overtaking of other competitors allowed except in an emergency situation \*.
- A maximum and a minimum time shall be imposed for the zone and advised in the road book.
- No servicing, refuelling or repairs of any kind shall be allowed.

\* An emergency situation shall be regarded as a situation where a fellow competitor, official or member of the public may have been involved in an incident that might have caused an injury.

**Stop Sign Passage Controls** will be located at mining 'haul' and other roads and on the course approach side of an intersection, a temporary **stop sign** will be erected (generally about 10m prior to the stopping point) and all competitors shall be required to come to a complete stop and check that the road is clear before proceeding.

In addition the organisers may use the electronic tracking system to monitor the passage of a vehicle through a specific location of the course or use the electronic tracking system to ensure completion of the course in accordance of the instructions.

#### 11.1.1 CONTROL CLOSURES

Controls will only remain open until the late time limit is reached of the calculated time for the last competitor to start each Leg or the arrival of the sweep vehicle, which will be following the last recorded competitor. Crews arriving at a control after its closure will be deemed to have missed that section.

Once a single section has been missed, the crew will have to miss *all subsequent sections of the day*. No further time penalties or late time will be applied but the crew will incur the "maximum" penalty for missing a section or sections, which shall be equal to 200% of the "Time Allowed" for that section in the case of the selective sections, or 150% of the "Time Allowed" for road sections.

Competitors who "cut and run" or fail to complete a section or Leg (with or without their vehicle) MUST report their arrival immediately upon arriving at the Bivouac IN control (or end of leg control). Failure to do so may render the offending competitor liable to exclusion from the Event.

## 11.2 STARTING ORDER

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The starting order for Leg One will be determined by seeding of crews by the respective Clerk of Course based on performance at a prologue to be run in conjunction with event on Friday 23<sup>rd</sup> September, 2011. Competitors are required to submit previous competition information to assist with seeding to determine a starting order for the prologue. Failure to submit previous competition information (by the close of entries) may result in the competitor starting the prologue at the end of the field.

The starting order for Leg Two and subsequent Legs will be in order of the overall classifications of the previous leg or prologue. The Clerk of Course may at his absolute discretion re-seed competitors.

All decisions of the Clerk of Course in relation to starting order are final.

There will be a minimum time gap of three (3) minutes between the time of checking-in to a control to the due start time of the Selective Section to allow the crew to prepare for the start.

A two minute penalty will be imposed on any crew failing to start within 20sec of the starting signal.

## 11.3 TIMING

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- **Official time:** Timing will be by official timepieces, set to Australian Western Standard Time (AWST). No protest shall lie against the alleged inaccuracy of any timepiece. The Event will use A to B event timing system.
- **Time allowed:** The time limit for a crew to complete a selective or road section without loss of late time. These time allowances will be specified in route instructions, and where exceeded, late time will start to accrue.
- **Recording time of arrival:**
  - Finish times on selective sections will be recorded to the second.
  - Finish times on road sections will be recorded to the current minute.
  - Booking in EARLY on road sections will not be permitted and any infringement will be penalised at the rate of TWO minutes per minute or part minute early.
  - Booking in LATE on road sections will incur an infringement of one minute per minute or part minute late.
  - Booking in LATE at the start of a LEG will incur an infringement of one minute per minute or part minute late PLUS a 10 min penalty.
- Late time lost on selective or road sections cannot be regained by booking in early at any major control. Neither shall time penalties for early arrival be taken into consideration when aggregating late time.
- Competitors **will not** incur a time penalty for booking in early at the final control of a leg.
- Irrespective of time lost in any section, crews must report to the next section start so as to leave on time as per the event itinerary.

### 11.3.1 SELECTIVE SECTIONS

Selective sections are speed tests. Competitors are forbidden to drive (on the course) in the opposite direction to that of the official route under pain of penalties up to exclusion.

It is forbidden to stop between the yellow warning sign, the red chequered flag at the flying finish and the red stop at the control point. Crews may not pass another competitor between the red flying finish board and the red stop at the control point. Crews stopping/passing in these 'banned' areas may be penalised, refer 14.2 General Penalties.

Crews are also forbidden to exceed the speed limit set within a Quiet Zone (as advised on signage and/or in road book), failure to observe these limits will be penalised as listed in 14.2 General Penalties.

Refusal to start a selective section in position or time allocated may result in a penalty up to exclusion.

### **11.3.2 START PROCEDURE FOR SELECTIVE SECTIONS**

The organisers are using digital display clocks to indicate the competitors start time for each selective section.

These digital displays will be positioned adjacent to the start line and in clear view of the rider / driver. The time to start will be indicated on the competitor's time card and it will be the responsibility of the rider / driver to start as the start time appears on the digital display. A marshal will observe the start and any instances of jump starting will receive a 5 minute penalty.

Should the display clock fail, or not be available, then the start process will revert to that shown in section 18.3 of the CAMS Cross Rally Standing regulations. A sample of the display clock will be demonstrated at the Competitors briefing.

### **11.3.3 LATE TIME LIMITS**

The late time limit for each leg will be up to two (2) hours or as advised by the organisers and will be marked on each crew's time card. Late time is the accumulated time by which a crew is late (i.e. exceeds the time allowed for road or selective sections). Late time is calculated from the beginning of a leg, excludes time held in control and any allowable time, and is non-cumulative from one leg to another.

If a crew exceeds late time for a leg, they will be excluded from the results of the remainder of that leg, at the control in which the late time limit was recorded as being exceeded, but may if they wish, re-start a subsequent leg. Competitors exceeding the late time limit at a major control will be deemed to have missed that control and the following controls within that leg. Late time cannot be regained by booking in early at any control.

### **11.3.4 GATES**

All unmanned gates through which the course passes which are marked by the organisers to be closed must be re-closed after the passage of each vehicle, or if two or more vehicles arrive together at the same gate, then the gate must be closed after the passage of the last vehicle in that group.

Failure to close a gate to the satisfaction of the Clerk of Course may render a crew liable to penalty up to exclusion.

- Gates which must be closed by crews will be marked by a 250mm x 250mm (approximately) YELLOW plate attached in prominent position. If any crew comes to a gate which is open but which is marked with a yellow plate, the crew **MUST** close the gate.
- Gates marked with a 250mm x 250mm (approximately) BLUE plate **MUST** be **left open**.

All unmarked gates and gateways are to be left in the status in that it is found.

### **11.3.5 OVERTAKING / COURSE OBSTRUCTION**

Any crew wishing to overtake another vehicle shall give warning of their intention by flashing of the headlights and or the sounding of the horn or both. UHF Radio channel 6 may be used to assist safe passing when necessary.

A competitor who is about to be overtaken must allow the overtaking vehicle to do so immediately or as soon as practical, by moving to the side of the road/track and, if necessary, slowing or stopping. At any control a competitor may request that another crew be permitted to start ahead. Provided there is not more than five minutes between the vehicles being booked into the control, this request may be granted by the official in charge of the control.

Any competitor reported to the Organisers as deliberately baulking, obstructing or shunting another vehicle will facilitate action to be taken by Clerk of Course or the Stewards, with a penalty up to exclusion.

Should a competing vehicle be stopped and obstructing the passage of a following vehicle, the following competitor may request, and must be given, assistance to pass, unless the crew(s) of the obstructing vehicle is incapacitated through injury. Time loss through moving obstructing vehicles cannot be claimed back from the Organisers.

### **11.3.6 COMPASSIONATE TIME REFUND**

All refunds of compassionate time for stopping to assist at an accident shall be arbitrated and agreed upon by the Clerk of Course. All applications must be lodged with a CRO, in writing within 30 minutes of the end of leg or day's competition. Stopping to assist another competitor with a mechanical issue does not qualify for a compassionate time refund.

### **11.3.7 ACCIDENTS**

In the case of accidents, delays may be incurred by the following crews. Upon application these times may be nullified. Adequate written proof of these circumstances must be such as to satisfy the Organisers. Crews claiming time lost through such delays must record the number of the vehicle/s involved, and if possible, obtain the signature of the assisted crews certifying the time stopped at the location. These details are to be noted on the assisting competitor's time card.

For legal purposes, any incident resulting in death or injury to stock and/or damage to property (including fences and gates) must be reported verbally to the official at the next control point and the Organisers in writing (e.g. by use of the Incident Report Form in the Road Book) no more than 30 minutes after their arrival time at the end of Leg.

While it is important to report all incidents, depending on the severity of the incident, no penalty will be applied by the Clerk of Course unless it is deemed to be a careless or deliberate act (excluding insurance excess liabilities, re article 6 of these regulations).

Failure to report such an incident within the times stated will mean immediate exclusion from the event at the absolute discretion of the Clerk of Course.

Failure to report an accident involving a member of the public or an official will result in penalties up to exclusion, with the potential for additional penalties at the discretion of the Stewards.

### **11.3.8 RECORD OF PERFORMANCE**

Details of the performance of each vehicle throughout the Event shall be recorded on a time card issued for that purpose. A duplicate record of the performance at each control shall be made on a control sheet. Any amendments to this procedure will be advised in a Bulletin or the route instructions. Refer to 14.2 General Penalties in regard to misdemeanours relating to Time Cards.

### 11.3.9 CHANGES AND ALTERATIONS

The Clerk of Course in his absolute discretion reserves the right to abandon, alter or postpone the Event should the course or any part of it become impassable. The Clerk of Course may neutralise any section, or sections, or the Event, remit any penalties, regroup the field as to running order, re-time any part of the course, or terminate the Event at any time. Any alterations to the schedules or route instructions shall be in writing. At no time shall verbal advice take precedence.

### 11.3.10 TOWING OF VEHICLES

In the context of this regulation, towing shall also mean pushing or carrying. Towing of a competing vehicle (including MOTO and QUAD vehicles) by another competing vehicle is allowed, but only outside of control zones, it may NOT be towed through a control zone. Instances of dangerous or reckless high speed towing will not be tolerated and will subject both towing and towed vehicle to penalties up to and including exclusion.

Towing must always be undertaken in a safe manner.

## 11.4 PROVISIONAL AND FINAL RESULTS

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Provisional results will be posted on the Official Notice Board at the conclusion of the Event at a time to be announced, and subject to the resolution of any protests shall become final 30 minutes after posting. Detailed results will be emailed to all competitors by 1700hrs Friday 21<sup>st</sup> October 2011.

## 11.5 COMPLAINTS (PROTESTS / APPEALS)

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Any complaint (e.g. Protest) shall be presented in accordance with the requirements of the relevant motorsport authority. In the case of AUTO this will be CAMS and in the case of MOTO and QUADS this will be MA.

Competitors may appeal against the verdicts, in accordance with the provisions of respective motorsport authorities (CAMS / MA).

## 12. CREW SAFETY

If a competitor breaks down during a selective section they must ensure that they are a safe distance off the course to ensure their safety and to allow sufficient warning to oncoming competitors. Please also ensure that the OK sign is still visible to passing competitors. Where possible competitors should inform Safari HQ that they have a problem.

### 12.1 NON-INJURY STOPPAGE ON A SELECTIVE SECTION

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In the event of a stoppage by a crew where **no medical assistance is required**, the crew must:

- Immediately place triangles to warn following crews.
- Place the OK sign (located at the back of the Route Instructions or distributed at documentation) on the vehicle in such a position that it remains clearly visible to all following crews.
- Competitors are to stay as close to their vehicle as is safe and practical and be located in an obvious but safe location so you can be noticed by passing competitors.
- If able to get the vehicle going, and able to move it, **do not** leave the stage via another route – proceed for the full length of the stage, in the correct direction or to the next radio point.

## 12.2 ACCIDENT INVOLVING INJURY

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Any crew involved in an accident requiring assistance for a trapped or injured crew member should:

- Immediately place triangles to warn following crews if possible.
- Display the SOS sign (located at the back of the Route Instructions or distributed at documentation) in a prominent position, visible to the next two crews.
- After the first two following crews have acknowledged the SOS sign, display the OK sign to the rest of the field.

## 12.3 ANY COMPETITOR COMING UPON ANOTHER CREW/COMPETITOR INVOLVED IN AN ACCIDENT MUST:

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- **Stop**, if the SOS sign is displayed or if there is no visible sign displayed, and render assistance.
- If possible, contact Rally Command by radio or mobile phone, noting vehicle number, cumulative distance to the accident site, and if known, general details of injuries sustained.
- If unable to contact Rally Command, write down the accident details, stop the next crew / competitor and have them proceed immediately to the next manned point or Control location with the accident details.
- At the first practical time, fill in an incident report fully detailing the incident, and pass it to the CRO.

Any breach of this regulation will be reported to the Clerk of Course who may impose penalties up to exclusion.

## 13. OUTSIDE ASSISTANCE AND SERVICING

### 13.1 OUTSIDE ASSISTANCE

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Outside assistance or servicing is banned and is defined as a vehicle or competitor receiving assistance from another person who is not officially registered with or authorised by the organisers to give such assistance, and any breach of this regulation will be reported to the Clerk of Course who may impose penalties up to exclusion.

Assistance or servicing may be given by a competitor to another competitor who is participating in the event. Casual assistance by officials of the event may be given to crews, but not on either a regular or pre-planned basis. Supply or carriage of parts, fuel, spare tyres, etc, by Official Vehicles is prohibited.

The carrying of any equipment, or provision of any support whatsoever (including personal luggage) for a crew by a vehicle or person not competing in the event, or not officially authorised to do so by registration as service personnel, support personnel or a service vehicle, will be deemed to be outside servicing.

Competitors who have withdrawn from the event must remove their vehicle competition numbers and may not service or assist other vehicles or crews during the course of a leg from then on without permission from the organisers.

Servicing by competitors will not be permitted in Parc Fermé or control areas, except that in control areas lights may be cleaned and drinking water bottles refilled. Service personnel and mechanics / team managers are permitted to service vehicles only at overnight compounds, or official service zones during a leg.

A three minute time penalty will be incurred when competitors “live off the land” during the running of a leg. It is permitted to receive assistance from such as a motor dealer, welding works, farm or other workshop in order to repair the vehicle sufficiently to enable completion of the current leg. However to avoid further sanctions, all such instances must be reported to a CRO within 30 minutes of the crew arriving at the end of leg. Such report to fully explain the circumstances of the assistance and names & contact numbers of the outside parties involved. Under no circumstances can such assistance be the result of any arrangements or enquiries made prior to the commencement of that leg. Should the circumstances of the outside assistance not be reported in time, it will be deemed to have been non-essential or the result of prior arrangements. Any breach of this regulation will be reported to the Clerk of Course who may impose penalties up to exclusion.

If any assistance is received from any registered support personnel or registered support vehicle, it shall be deemed to be outside assistance.

### **13.1.1 REMOTE MECHANICAL REPAIRS/TESTING**

After reporting to the end of leg control, a competitor may lodge application in writing with a CRO for the vehicle to be taken to a nearby workshop for the purposes of making repairs or to depart the Overnight Stop to test the competition vehicle once repairs have been completed.

It is the competitor’s responsibility to contact the CRO even if they are not on site. Vehicle testing is not permitted in built up areas and competitors are advised to leave the town centre.

Approval for such work may be granted at the absolute discretion of the Clerk of Course who will ensure that such work is supervised by a nominated official. Under no circumstances can such work be the result of arrangements made prior to the commencement of that leg of the event.

## **13.2 SERVICE PERSONNEL**

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All service personnel must be registered with the Organisers and may work on any vehicle or provide assistance to any competitor in accordance with these regulations. There is no restriction on the number of service personnel for any vehicle. Registration must be made online and attached to a competitor entry. Service personnel may not register as media personnel and media personnel cannot service the vehicle.

Service personnel may not work on a competing vehicle or in any way assist any competitor during the course of a day's competition outside the boundaries of the overnight compounds or the official service zones.

Service personnel and/or service vehicles are not permitted to meet by pre-arrangement with any competing vehicle during the course of a leg's competition, with the sole exception of the official service or refuel zones. The positioning of a service vehicle or any service personnel in any other position, which would facilitate a rendezvous with a competing vehicle, will be deemed as a breach of this regulation. Any breach of this regulation will be reported to the Clerk of Course who may impose penalties up to exclusion.

All service vehicles must be clearly identified and will be restricted to travel on specific routes, and will not at any time be allowed to travel on the special stages or enter any control area. Service vehicles detected on any roads other than those authorised will be deemed to be in breach of these regulations and will be reported to the Clerk of Course who may impose a penalty up to and including exclusion of the relevant competitor(s), the offending service vehicle and/or personnel from further participation in the event. Only in extraordinary circumstances may a variation to this regulation be authorised, and then only by the Clerk of Course or his nominated Deputy.

A breach of these event regulations or any State or Traffic offence by any Service Crew member or Team Manager may result in the fastest competitor in that team receiving the applied penalty as determined by the Clerk of Course.

Any Service Crew or registered person acting in a manner that breaches these regulations, as determined by the Clerk of Course may incur penalties to a particular competitor or if determined by the Clerk of Course the fastest competitor in that team.

## **13.3 SERVICE ZONES AND REFUEL ZONES**

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Servicing and refuelling of a competing vehicle by registered service crews may be carried out only at official service zones which will be listed in the road books. Only refuelling (no service) may be carried out at a refuel zone.

At all Service Zones (including overnight stops), all AUTO vehicles must be serviced on a tarpaulin or ground sheet. All MOTO and QUAD vehicles must service on a MA approved enviro mat.

### **SERVICE ZONES**

In service zones, time controls will be set up at the entry and exit of the service zones, and a specified time will be allowed for each vehicle to complete servicing, with time penalties for clocking in or out either early or late. The vehicle and the crew must be present at the arrival (IN) control and departure (OUT) control of these zones. Servicing activities must only be carried out within the boundaries of the service zone, identified by the time controls at entrance and exit to the zone. Refuelling carried out by the service crew or crew is allowed within the service zone.

Service Zones can be attended by any service vehicle and service crew registered in the event. These Service locations will primarily be near towns or localities, but may be located roadside. Servicing and Refuelling is permitted at these locations. Support Crews may be restricted from entering some service zones.

Some Service access routes will be along gravel roads.

Early entry or late departure from a service zone shall incur penalty of one minute per minute or part thereof. Servicing may only be carried out by registered service personnel.

There is no restriction as to when service crews may enter or depart a service zone provided they follow all directions given by the marshals.

## **REFUEL ZONES**

'Refuel Zones' may be located in isolated locations and vehicle size restrictions may apply. Only refuelling is permitted and a maximum of one service crew may assist specifically with the refuelling.

Whilst in a refuel zone the competitor may receive food, water and may seek assistance to replenish the water and food supplies. One additional service crew member may provide sustenance to the competitor.

**In some locations, restrictions may apply, such as: 'Trailers no larger than a normal tandem wheel car trailer', 'No Goose neck trailers (Fifth Wheelers)', 'Rigid Trucks no larger than 4.5 tonne GVM', or '4WD Vehicles Only'. In those areas where vehicle restrictions apply, the Organisers will advise in advance so that teams can plan their refuelling.**

If competitors take on any component/s at a refuel zone in order to continue in the event, it shall be deemed to be outside assistance.

If the Clerk of Course considers the part/s to be a minor safety item/s, a reduced or no penalty may be applied solely at his discretion.

Non reporting to a Competitor Relations Officer, the receipt of component/s within 30 minutes of arrival at the end of a Leg will mean penalties up to exclusion from the event.

## **SPLASH AND DASH REFUELS – MOTO AND QUAD ONLY**

Once again the Organisers will be providing a number of 'Splash and Dash' refuel locations. All MOTO and QUAD competitors will require 2x 10 Litre Jerry Cans which must be the approved fuel and clearly labelled with your competition number.

These jerry cans must be presented at pre event scrutiny.

## **13.4 SERVICE VEHICLES**

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Crews must provide their own service vehicles if they choose to transport their own spare parts, tyres, equipment and service personnel from one overnight bivouac to the next. Service vehicles must be registered with the Organisers and must be clearly identified by signage provided by the Organisers. Only registered service vehicles will be permitted access to the Refuel and Service Zones and into the overnight sites.

Service vehicles will be provided with service vehicle instructions and/or a map of Western Australia clearly identifying the roads which they are permitted to use during each leg of the event, and the exact location of the official service zone/s on each leg. These instructions / maps may include directions to access certain points on Selective Sections during the competition where service personnel will be able to view the crews in action.

Service vehicles do not require roll cages and domestic hire vehicles are suitable. Please note that some of the service routes will include gravel roads and driving on the Selective Section is not permitted without seeking the approval of the Clerk of Course. If a service or support vehicle is found on a selective section without approval from the Clerk of Course to the Clerk of Course, the Clerk of Course may impose a penalty up to and including exclusion.

Service vehicles detected on any roads other than those authorised will be deemed to be in breach of these regulations and will be reported to the Clerk of Course who may impose a penalty up to and including exclusion of the relevant competing vehicle, the offending service vehicle and/or personnel from further participation in the event.

Any aircraft associated with any competitors must be registered with the event.

### **13.5 SUPPORT VEHICLES**

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A support vehicle is to be used for non-technical support of a team. This may, for example, be a vehicle with family members or friends. It may not be used as a service vehicle and it may not carry spare parts or fuel.

Support vehicles must be registered to gain access to the overnight stop facilities.

## 14. TECHNOLOGY

If a competitor breaks down during a selective section they must ensure that they are a safe distance off the course to ensure their safety and to allow sufficient warning to oncoming competitors. Please also ensure that the OK sign is still visible to passing competitors.

### 14.1 RADIO

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All competitors will be provided with a hand held radio. This unit will also be a GPS tracking and emergency/OK beacon.

The radio can be used by the Organisers to confirm the route taken by a competitor.

Competitors are required to collect the radio at the start of each Leg and return it at the end of each Leg. It is the competitor's responsibility to ensure that the radio is left on at all times for tracking purposes.

Penalties will apply if your radio is found to be turned off, lost or damaged except in the case of damage caused by an accident and as approved by the Clerk of Course. Competitors will be liable for the replacement of lost or damaged radios.

#### 14.1.1 RADIO MOUNTING / CARRYING OF RADIOS

**AUTO** : Auto competitors must mount the radio on or near the A Pillar on the Co Drivers side of the vehicle, so that the aerial has a clear "view" to the sky and must be securely located in easy reach of the co driver. The radio does not require a power source from the vehicle.

**MOTO / QUAD** : Moto / Quad competitors must carry the radio on the bike or person and ensure that the aerial is facing upwards and is located away from any tools or loose objects.

Please refer to the separate Radio Guide for additional information.

## 15. OFFENCES, BREACHES AND PENALTIES

### 15.1 OFFENCES / BREACHES REQUIRING A HEARING

Crews alleged to have committed the following offences shall upon being found guilty of a breach be subject to such penalty as the officials of the Event may impose (eg: fines, time penalties, exclusion from a group or class, exclusion from the Event):

- Misrepresentation of details relating to the eligibility of competing vehicle(s) and/or competitor(s)/crew;
- Failure to comply with the Organisers safety requirements;
- Failure to obey any reasonable instruction of an official;
- Wilful damage to, or interference with, public or private property;
- Wilful interference with course markers;
- Falsification of entries on time card;
- Acting in a manner detrimental to the interests of the Event or motor sport in general;
- Failure to report to the Organisers an accident involving a member of the public;
- Failure of a competitor to wear a seat belt, or safety helmet, after due warning by an official;
- Carriage of firearms;
- Removal of a vehicle from an impound without the written permission of the Organiser;
- Servicing outside nominated service areas;
- Receiving outside assistance from ANY registered service crew other than in a designated service area; and
- Other breaches of the relevant CAMS and MA regulations.

### 15.2 GENERAL PENALTIES

**For all AUTO, MOTO and QUAD the following penalties may apply.**

The following penalties may be applied. The omission of any particular offence, breach or penalty in this article does not imply that it does not apply.

Item	Clause	Penalty		
		1 <sup>st</sup> Offence	2 <sup>nd</sup> Offence	3 <sup>rd</sup> Offence
4.1	Failing to comply	\$200	120 mins	Exclusion from Event
5.6	Infringement of traffic regulations	\$250	60 mins + \$500	Exclusion from Event
5.7	Carriage or consumption of alcohol during day/s competition	Up to Exclusion from Leg	Exclusion from Event	-
5.8	Carriage of firearms	Exclusion from Event	-	-
8.1	Absence or falsification of identification mark	Up to Exclusion from Leg	Exclusion from Event	-
8.1.2	Competing in an unroadworthy vehicle	Up to Exclusion from Leg	Exclusion from Event	-
8.2	Failure to attend compulsory briefing	30 mins	5% of Entry Fee	10% of Entry Fee
8.4	Illegal reconnaissance in any form	Exclusion from Event	-	-
8.4	Short Cutting course to gain advantage	Time Penalty as per the Clerk of Course discretion	Up to Exclusion from Leg	Exclusion from Event
8.4	Failure to follow course or instructions as detailed in road book	Time Penalty as per the Clerk of Course discretion	Up to Exclusion from Leg	Exclusion from Event
9.1	Reporting late at prologue	1 min per min or part min late	-	-
9.5	Failing to advise intention to Cut & Run or failing to report to end of Leg control after Cut & Run	Up to Exclusion from Leg	Up to Exclusion from Event	Exclusion from Event
9.7	Failure to pass correctly between course markers	30 mins	30 mins	30 mins (no limit to number of offences)
11	Entering a control zone from the wrong direction	30 mins	30 mins	30 mins
11.1	Failure to follow instruction of an official	Time Penalty as per the Clerk of Course discretion	Up to Exclusion from Leg	Exclusion from Event
11.1	Missing Passage Control	30 mins	30 mins	30 min
11.1	Failure to stop at Passage Control when	30 mins	Exclusion from Leg	Exclusion from Event

	directed			
11.1	Failure to stop at Stop Sign Passage Control	15 mins	30 mins	60 mins
11.1	Failure to comply with Timed Passage Control regulations	30 mins	30 mins	30 mins
11.2	Remaining on Start Line for more than 20 seconds after start signal given	2 mins	2 mins	2 mins
11.2	Refusal to leave Selective Start line at time or in position allocated	60 mins	Up to Exclusion from Leg	Exclusion from Event
11.3.1	Traversing in opposite direction on Selective Section	Up to Exclusion from Leg	Up to Exclusion from Event	-
11.3	Booking in early at a Time Control	2 mins per min or part min early	-	-
11.3	Booking in late at a Time Control (except service exit)	1 min per min or part min late	-	-
11.3	Reporting late at start of Leg	1 min per min or part min late	-	-
11.3.1	Failure to observe quiet zone speed limits	30 mins	60 mins	Exclusion from Leg
11.3.1	Stopping / passing in control 'banned' area	5 mins	30 mins	Exclusion from Leg
11.3.2	Jumping the start signal	5 mins	5 mins	5 mins
11.3.4	Failure to close a gate when required to do so	30 mins	60 mins	Exclusion from Leg
11.3.5	Deliberate baulking or shunting of another competitor or obstruction of the course	Exclusion from Leg	Exclusion from Event	-
11.3.7	Failure to report accidents	Up to Exclusion	-	-
11.3.8	Unauthorised alteration on time card	Exclusion from Leg	Exclusion from Event	-
11.3.8	No written entry; failure to hand in or loss of time card	15 mins	30 mins	60 mins
11.3.8	Presenting time card without presence of competition vehicle	Refusal of right to book into control	-	-
11.3.10	Unsafe transport or towing of a competing vehicle	60 mins	Exclusion from Leg	Exclusion from Event
12	Failure to suitably display triangles (Autos)	30 mins	60 mins	120 mins + \$200
12	Failure to suitably display OK / SOS sign	30 mins	60 mins	120 mins + \$200
13.1	Receiving outside assistance or servicing	120 mins	Exclusion from Leg	Exclusion from Event
13.1	Failure to report "Live off the Land" servicing	120 mins	Exclusion from Leg	Exclusion from Event
13.1.1	Remote Mechanical Repairs or Testing – Failing to comply with regulation	30 mins	60 mins	Up to Exclusion from Event
13.2	Positioning of Service personnel or vehicles in breach of regulations	Exclusion from Leg	Exclusion from Event	-
13.3	Early entry or late departure from service zone	2 mins per min or part min early or late	-	-
13.3	Receiving component/s in refuel zone (outside assistance)	120 mins	120 mins	120 mins (no limit to number of offences)
13.3	Non reporting the receipt of components in refuel zone	Exclusion from Leg	Exclusion from Event	-
14.1	Non compliance with Radio Requirements	60 mins	60 mins	60 mins (no limit to number of offences)
14.1	Damaged or loss of Radio	60 mins plus cost of replacement	-	-
	Non wearing / carrying all compulsory safety / survival equipment	Refusal to start	Exclusion from Event	-
	Changing of Motorcycle Categories	10 mins	-	-
	Carrying fuel in backpack or similar	Exclusion from Leg	Exclusion from Event	-
	Replacement of rider or crew	Exclusion from Event	-	-
	Incorrect or missing rally plate	5 mins	10 mins	15 mins

## 16. AWARDS – AUTO, MOTO, QUAD

### GENERAL AWARDS

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A general award is an award that includes all three categories.

All Team Awards must be lodged on the official form by the end of Documentation.

#### **FIRST PLACED SAFARI SUPER TEAM**

**A Safari Super Team consists of 1 AUTO, 1 MOTO and 1 QUAD**

A trophy will be awarded to each rider, the driver and co driver.

#### **FASTEST SAFARI FEMALE**

A trophy will be awarded to highest placed (based on total time) female rider or driver.

A trophy will be awarded to the rider or driver (in the case of a driver 100% of the course must be completed).

#### **100% SAFARI**

A trophy will be awarded to each competitor who completes 100% of the event, including all competitive stages and all transports.

### MOTO AWARDS

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Trophies and medallions will be awarded as follows:

#### **FIRST, SECOND AND THIRD OUTRIGHT INTERNATIONAL MOTO DIVISION**

A trophy will be awarded to the rider.

#### **FIRST OUTRIGHT MANUFACTURER INTERNATIONAL MOTO DIVISION**

A trophy will be awarded to the manufacturer.

#### **FIRST OUTRIGHT PRODUCTION MOTORCYCLE, CATEGORY M1**

A trophy will be awarded to the rider.

#### **FIRST OUTRIGHT PRODUCTION MOTORCYCLE, CATEGORY M2**

A trophy will be awarded to the rider.

#### **FIRST OUTRIGHT SUPER PRODUCTION MOTORCYCLE, CATEGORY M3**

A trophy will be awarded to the rider.

#### **FIRST OUTRIGHT MOTORCYCLE, MOTO PAIRS**

A trophy will be awarded to the riders.

#### **FIRST PLACE IN EACH CLASS WITHIN EACH CATEGORY - M2, M3 & MOTO PAIRS**

A trophy will be awarded to the rider.

#### **BEST PLACED JAPANESE RIDER**

A trophy will be awarded to the rider.

### **TASMAN CHALLENGE**

A trophy will be awarded to the highest placed New Zealand resident.

### **BEST PLACED WESTERN AUSTRALIAN RIDER**

A trophy will be awarded to the rider.

### **BEST PLACED OVERSEAS RIDER**

A trophy will be awarded to the rider.

### **MASTERS AWARD**

A trophy will be awarded to the rider the highest placed rider over 40 years of age (at the commencement of the event).

### **NATIONS CUP**

A trophy will be awarded to the team of riders highest placed and complying with the Nations Cup rules and regulations.

### **FIRST MOTORCYCLE TEAM CONSISTING OF 3 COMPETITORS**

A trophy will be awarded to each rider.

### **FIRST STATE OF AUSTRALIA TEAM CONSISTING OF 3 COMPETITORS RESIDENT IN THE SAME STATE**

A trophy will be awarded to each rider.

### **FIRST INTERNATIONAL TEAM CONSISTING OF 3 COMPETITORS RESIDENT OUTSIDE AUSTRALIA**

A trophy will be awarded to each rider.

### **THE ANDY CALDECOTT SPIRIT AWARD**

A trophy will be presented to a rider. This award is determined by the Organising Committee with assistance from the Competitor Relations Officer and Senior Officials and is in recognition of an exceptional effort in the event.

### **AUTO AWARDS**

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Trophies will be awarded as follows.

#### **OUTRIGHT AWARDS**

To the first, second and third outright placed crews in:

4WD Cross Country Vehicle

2WD Cross Country Vehicle

#### **SAFARI PRODUCTION**

To the first, second and third placed crews.

#### **CLASS AWARDS**

To the first placed crews in each vehicle class within each group.

**PLEASE NOTE: Each class must comprise at least three (3) entered crews to be declared.**

## **MASTERS AWARD**

A trophy will be awarded to the oldest combined aged crew (driver and co-driver) finishing the event.

## **TASMAN CHALLENGE**

A trophy will be awarded to the highest placed New Zealand AUTO competitor – must be a resident of NZ.

## **BEST PLACED WESTERN AUSTRALIAN DRIVER**

A trophy will be awarded to the competitor.

## **BEST PLACED WESTERN AUSTRALIAN CO DRIVER**

A trophy will be awarded to the competitor.

## **BEST PLACED OVERSEAS DRIVER**

A trophy will be awarded to the competitor.

## **BEST PLACED OVERSEAS CO DRIVER**

A trophy will be awarded to the competitor.

## **FIRST TEAM CONSISTING OF 3 COMPETITORS**

A trophy will be awarded to each competitor.

## **FIRST STATE OF AUSTRALIA TEAM CONSISTING OF 3 ENTRANTS RESIDENT IN THE SAME STATE**

A trophy will be awarded to each competitor.

## **FIRST INTERNATIONAL TEAM CONSISTING OF 3 ENTRANTS RESIDENT OUTSIDE AUSTRALIA**

A trophy will be awarded to each competitor.

## **QUAD AWARDS**

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Trophies and medallions will be awarded as follows:

### **FIRST, SECOND AND THIRD OUTRIGHT INTERNATIONAL QUAD DIVISION**

A trophy will be awarded to the rider.

### **FIRST OUTRIGHT MANUFACTURER INTERNATIONAL QUAD DIVISION**

A trophy will be awarded to the manufacturer.

### **FIRST, SECOND AND THIRD OUTRIGHT SUPER PRODUCTION QUAD, CATEGORY Q1 (UP TO 500CC)**

A trophy will be awarded to the rider.

### **FIRST, SECOND AND THIRD OUTRIGHT SUPER PRODUCTION QUAD, CATEGORY Q1 (501CC TO 850CC)**

A trophy will be awarded to the rider.

### **FIRST OUTRIGHT QUAD, QUAD PAIRS QP**

A trophy will be awarded to the riders.

### **BEST PLACED OVERSEAS RIDER**

A trophy will be awarded to the rider.

### **MASTERS AWARD**

A trophy will be awarded to the rider the highest placed rider over the 40 years of age (at the commencement of the event).

### **TEAM AWARDS**

To the first placed team: Consisting of any 3 crews

To the first place State of Australia team: Consisting of 3 crews resident in the same state

To the first place International team: Consisting of 3 crews resident outside Australia

### **FURTHER AWARDS**

Any further awards will be specified in a Bulletin.

## SECTION B: MOTO

### GENERAL PRESCRIPTION

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The event is open to all production based motorcycles which have been on sale to the general public. These motorcycles shall comply with the rules of safety laid down by the International Convention on Road Traffic, and with the safety requirements laid down in the rules of the FIM, MA and the state of Western Australia.

The following categories will apply:

- Showroom                    M1 – up to 1200cc
- Production                 M2 – up to 1200cc
- Super Production        M3 – up to 1200cc
- Moto Pairs                 SP – up to 1200cc

Eligibility for the **Moto Pairs** category is exclusively for two riders utilising one motorcycle for the duration of the event. Each rider shall participate in a minimum of 3 legs of the event, and changing riders during any leg (day) of the event is prohibited. If one rider is incapable of continuing in the event, the remaining rider may continue but will be ineligible for any posted awards or results.

### CYLINDER CAPACITY CLASS CLASSIFICATION

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In Showroom (M1) Production (M2) category, Super Production (M3) category and Moto Pairs (SP), capacity classes will be classified as follows:

- Class 1                      Up to 250cc
- Class 2                      251cc and up to 450cc
- Class 3                      451cc and up to 1200cc

The changing of categories, for whatever reason, may only be authorised by the Jury of Sporting Stewards and will incur a penalty of 1hour.

Any rider entered by a third party and/or who is not the legal owner of the machine on which the rider is entered, must hold an authorisation document issued by the owner and this must be presented at pre-event documentation.

Even if the special provisions for a category allow the original silencer or the complete exhaust to be replaced, motorcycles must always have an exhaust silencer, which results in a maximum noise emission of 94dba measured in accordance with standard measuring procedures. The position and design must comply with the provisions of the FIM code and effective protection must be provided to prevent burns from hot exhaust pipes. The exhaust system must not be a temporary one and fumes must be discharged only at the end of the system. Frame components may not be used to discharge exhaust fumes.

On all motorcycles the engine crankcases, cylinder, frame, steering head and triple clamps will be marked by the organisers for identification purposes. Note provisions for changing engines.

Only commercially available fuel will be used.

Spare components and tools may be carried on the motorcycle or in a registered service crew vehicle.

## TECHNICAL INFORMATION / MOTORCYCLE ELIGIBILITY

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### **CATEGORY M1 – SHOWROOM MOTORCYCLES**

This category is open to all machines of any manufacture and type, provided that they are a series production model which is or has been on sale to the public, and that they comply with the safety and civil registration requirements of these regulations and must be registered for road use. Under Western Australian law ALL motorcycles must be presented with working lights (high and low beam), brake light (operated by either or both hand or foot brake lever); **indicators**, audible horn and at least one mirror (If only one mirror is used then it must be on the right of the handlebars).

Please note:

- Any modifications not explicitly authorized in (b) are prohibited.
- The only work which may be carried out on the motorcycle is that required for its normal maintenance or for the replacement or repair of parts damaged by wear or as a result of an accident, subject to the limitations of (b) items listed below.
- Fuel tank(s) capacity must be sufficient for 300km minimum (250km competitive).
- The weight is unrestricted.
- Organisers reserve the right to accept or reject any special case.

#### **a). ITEMS WHICH MUST NOT BE ALTERED FROM THE HOMOLOGATED MOTORCYCLE AND MUST BE MARKED FOR THE DURATION OF THE COMPETITION**

- The engine, which must be the original homologated one with all its peripherals. The crankcase, cylinder and cylinder head must be marked or sealed, and be available at all times for checking. Only one engine, marked or sealed, must be used for the entire competition.
- The frame, the structure or structures used to join any steering and/or suspension mechanism at the front of the machine to all the components of the rear suspension and to support the engine/gearbox unit.

#### **b). ITEMS WHICH MAY BE MODIFIED OR REPLACED FROM THE HOMOLOGATED SHOWROOM MOTORCYCLE**

- Competitors may upgrade the machines electrical generating capacity to power lights if required.
- The headlight may be replaced or upgraded as long as the original shape is retained.
- Fuel tanks(s) – replacement allowed; additional tank allowed at rear of seat. Rear sub-frame reinforcement permitted.
- Fuel **MUST NOT** be carried on the person. The penalty is up to exclusion.
- Fuel lines including addition of fuel pump.
- Secondary gearing – only final drive sprockets and number of teeth (width of chain free).
- Slip on muffler only.
- Handlebars with controls and cables.
- Front suspension springs and damping oil of front suspension (Original OEM units must be used).
- Rear suspension damper units and springs (Original OEM units must be used).
- Front and rear wheel rims, with dimensions as per original manufacture specifications.
- Wheel spokes and hubs.
- Tyres.
- Seat.
- Engine shields may be added.
- All fasteners (nuts, bolts, washers, screws, etc) including use of security devices such as wire and tape.
- Clutch – only plates and springs.

- An aftermarket wind deflector may be used but **no additional or remodelled fairings are permitted.**
- Steering damper may be added.
- Chain guides are permitted.
- Disc protectors are permitted but must use original mounting points.
- Brake pads are free.
- Indicators are free but must comply with necessary State regulations.

## **CATEGORY M2 – PRODUCTION MOTORCYCLES**

This category is open to all machines of any manufacture and type, provided that they are based on a series production model which is or has been on sale to the public, and that they comply with the safety and civil registration requirements of these regulations and must be registered for road use. Under Western Australian law ALL motorcycles must be presented with working lights (high and low beam), brake light (operated by either or both hand or foot brake lever); **indicators**, audible horn and at least one mirror (If only one mirror is used then it must be on the right of the handlebars).

Please note:

- Any modifications not explicitly authorized in (b) are prohibited.
- The only work which may be carried out on the motorcycle is that required for its normal maintenance or for the replacement or repair of parts damaged by wear or as a result of an accident, subject to the limitations of (b) items listed below.
- Fuel tank(s) capacity must be sufficient for 300km minimum (250km competitive).
- The weight is unrestricted.
- Organisers reserve the right to accept or reject any special case.

### **a). ITEMS WHICH MUST NOT BE ALTERED FROM THE HOMOLOGATED MOTORCYCLE AND MUST BE MARKED FOR THE DURATION OF THE COMPETITION**

- The engine, which must be the original homologated one with all its peripherals. The crankcase, cylinder and cylinder head must be marked or sealed, and be available at all times for checking. Only one engine, marked or sealed, must be used for the entire competition.
- The frame, the structure or structures used to join any steering and/or suspension mechanism at the front of the machine to all the components of the rear suspension and to support the engine/gearbox unit.

### **b). ITEMS WHICH MAY BE MODIFIED OR REPLACED FROM THE HOMOLOGATED PRODUCTION MOTORCYCLE**

- Radiators may be modified or replaced as long as they retain the original profile of the bike.
- Oil coolers may be added as long as they retain the original profile of the profile of the bike.
- Porting or polishing of the cylinder head(s) normally associated with individual tuning such as gas flowing, including the combustion chamber is allowed.
- Competitors may upgrade the machines electrical generating capacity to power two headlights and the dust light if required.
- Fuel tanks(s) – replacement allowed; additional tank allowed at rear of seat. Rear sub-frame reinforcement permitted.
- Fuel **MUST NOT** be carried on the person. The penalty is up to exclusion.
- Fuel lines including addition of fuel pump.
- Secondary gearing – only final drive sprockets and number of teeth (width of chain free).
- Exhaust system and attachment system.
- Handlebars with controls and cables.

- Front suspension springs and damping oil of front suspension.
- Rear suspension damper units and springs.
- Front and rear wheel rims, with dimensions as homologated.
- Wheel spokes and hubs.
- Tyres.
- Seat.
- Fairing or seat may be removed or modified.
- Braking system. Quantity of discs and callipers must be as homologated.
- Air filter compartment (airbox) and filter elements.
- Engine shields may be added.
- All fasteners (nuts, bolts, washers, screws, etc) including use of security devices such as wire and tape.
- Carburettor.
- Ignition system.
- Clutch.
- Gearbox.
- Crankshaft and piston assembly.
- Electrical system.
- Steering damper may be added.

### **CATEGORY M3 – SUPER PRODUCTION MOTORCYCLES**

This category is open to all machines fitting the following specifications:

- Motorcycles may be manufactured on a “one-off” basis, but must comply in all respects to the 1968 Vienna Convention, even if the country in which the motorcycle was manufactured is not a signatory of that Convention, and must be registered for road use. Under Western Australian law all motorcycles must be presented with working lights (high and low beam), brake light (operated by either or both hand or foot brake lever); **indicators**, audible horn and at least one mirror (if only one mirror is used, then it must be on the right of the handlebars).
- All modifications are free, except that engines may not be turbo-charged or supercharged.
- One spare engine only is authorised throughout the course of the event. A rider needing to change his engine but who does not have a spare one may, if applicable, use the spare engine of another rider or the engine that another rider has already replaced. In such an occurrence, the rider is obliged to advise the Chief Scrutineer of the details of such engine exchange, on penalty of exclusion if he/she does not so advise.
- Fuel tank(s) capacity must be sufficient for 300km minimum, which may include up to 250km of selective sections.
- Fuel tank(s)- replacement allowed; additional tank allowed at rear of seat. Rear sub-frame reinforcement permitted (**Note:** Fuel **MUST NOT** be carried in any container mounted on the fuel tank in front of the rider. The penalty is up to exclusion).
- Riders **MUST NOT** carry fuel on their person. The penalty is up to exclusion.
- Weight is unrestricted.

### **MARKINGS**

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Frames and other parts which are marked during scrutineering must be able to be identified at any time during the course of the event. All the metal parts welded / assembled around the engine and supporting the steering column (i.e. the steering head), as well as the rear suspension anchorage, are considered as a part of the frame. The swing arm and triple clamp are not part of the frame.

Other markings may be made on various parts of machines as decided by the Chief Scrutineer. Checks may be made at any time by scrutineers for safety and compliance with the regulations with regard to the machine’s eligibility for any category or class.

## MOTO PAIRS

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Motorcycles must comply with the specifications for either the Production category – M2, or Super Production category – M3.

## COMPULSORY EQUIPMENT

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### A. RADIOS

Please refer to section 14.

### B. SAFETY HELMETS

Safety helmets must be worn at all times when the motorcycle is in motion. The helmet must be in good condition and carry the standards decals approved under rule 01.70 of the FIM Technical Rules, as follows:

#### Recognised International Helmet Approval Marks:

- Europe ECE 22-04, ECE 22-05
- USA SNELL M2005, M2010
- Japan JIS 8133 2000, JIS T 8133:2007

#### Recognised Australian Helmet Approval Mark:

- Recognised approval marks as shown in the 2011 Manual of Motorcycle Sport.

It is strongly recommended that competitors bring a second helmet .

### C. FIRST AID KIT

A first aid kit consisting of at least the following must be carried on the motorcycle at all times:

- A selection of sterile bandages, adhesive dressing strips, surgical dressing and safety pins)
- Pain killers (aspirin or equivalent)
- Tissues (small box)
- Adhesive tape (25mm roll)
- Salt tablets
- Sun cream for the skin and lips
- Eye drops (boroclarine, stilla or equivalent)
- Burn cream
- First aid booklet
- Vitamin C
- Anti diarrhoea tablets
- Disinfectant cream

### D. EMERGENCY PACK

An emergency pack of high-energy food is recommended to be carried, but is not compulsory.

### E. WATER PROVISIONS

At least three litres of water must be carried in at least two containers on the motorcycle and/or the riders person when leaving a bivouac or service location. 'Camel Back' water containers are highly recommended. Water should not be carried in containers with taps at the base as these can become damaged and loss of water may occur.

Two litres of this water is for emergency use only and must not be consumed under normal circumstances (therefore the containers should be refilled at every opportunity).

Failure to carry the amount of water specified at all times could lead to exclusion. The organisers advise that weather conditions will be such that temperatures up to 40 degrees centigrade during the day and down to zero at night may be expected.

#### **F. SURVIVAL BLANKET**

A survival blanket, or sleeping bag, must be carried on the motorcycle. Failure to carry such a blanket could lead to exclusion.

#### **G. HAT**

A brimmed hat must be carried on the motorcycle, for use in hot conditions when off the bike. Failure to do so could lead to exclusion. A soft cotton or towelling hat is recommended.

#### **H. LIGHTING IMPLEMENT**

A cigarette lighter or waterproof matches must be carried on the motorcycle for use in emergency situations.

#### **I. PROTECTIVE CLOTHING**

Riders are required to wear protective clothing. The following standards should be regarded as a minimum only:

- Leather or approved boots which provide protection to ankles and calves. Should leather trousers and one-piece leather suits not provide full cover to calves, boots must be of a length to cover calves so that no part of the flesh is left uncovered when the rider is in competition. Soft leather sole boots and rubber boots are not acceptable.
- Jackets shall be of leather, reinforced nylon or waxed cotton which leaves no part of the flesh uncovered when the rider is in a racing position. One piece suits of leather, waxed cotton or reinforced nylon may be used as an alternative. The rider may wear a jersey in lieu of a jacket. Jerseys must be of a close knit fabric of natural or synthetic fibre and shall be a snug fit. Trousers should be snug fit leather or similar durable synthetic or natural material so that no flesh is left uncovered whilst the rider is in the racing position. Trousers other than leather shall be a recognised type of motorcycle trouser.
- Protective gloves of leather or other material of similar or greater durability must be worn.

#### **J. PROTECTIVE EYEWEAR**

Riders shall be required to wear eye protection and/or goggles. Spectacles and sunglasses must be of a shatter proof material.

#### **K. DUST LIGHT, MIRROR AND HORN**

In addition to the original rear light/s, in conformity with the relevant legislation, a red dust light must be installed on the highest point of the back mudguard and must constantly be in working order.

If using a conventional bulb it must be equipped with at least a 21 watt bulb. The rear dust light must have a surface area of 140mm x 70mm which may be split into two parts.

If the rear dust light is of the Light Emitting Diode (LED) type, rather than a bulb type, a minimum size must be at least 70mm x 35mm (or have an equal or greater rear facing area). This may be split into two separate units with a minimum size of 40mm x 35mm.

Together with the taillights, the Dust Light must remain switched on whilst the engine is running and even if the headlight is switched off.

At least one effective rear view mirror must be fitted to the motorcycle, which will provide effective rearward vision for the rider when in a normal seated or standing position on the motorcycle.

An audible horn is compulsory on all motorcycles. In addition it is **STRONGLY** recommended that audible warning devices (horns) over and above that provided by the motorcycle manufacturer be fitted, and should be considerably louder than the standard horn.

#### **L. JERRY CAN**

All competitors are required to present at scrutineering two 10 litre jerry cans with their competition number clearly labelled. This jerry can will be used at the splash and dash refuel locations. This must be an approved fuel container.

#### **M. ENVIRO MAT**

All MOTO competitors must service their bikes on MA approved Enviro Mats.

### **OPTIONAL EQUIPMENT**

---

Motorcycles may be fitted with the following equipment:

- a. Extra headlights may be fitted to M2 and M3 category motorcycles provided they are fitted such that there is no more than two extra lights, not higher than the original lighting equipment. The extra lights must operate on and off with high beam.
- b. Fuel for at least 250 kilometres hard riding will be required to be carried on the motorcycle, at times. No protest shall lie against the failure of any motorcycle to cover the minimum distance of 300km whatever the nature of the terrain. The existing fuel tank may be replaced or enlarged. Normally, the tank should be fitted between the rider's crotch and the steering stem, but approval will be given by the Organisers to alternate or supplementary fuel tanks being fitted, provided such tanks meet the safety requirement as may be determined by the Organisers (submitting photographs is a way of seeking approval). Where a larger tank is fitted the original seat may be modified (if possible), or alternatively a different or special seat is permitted. The carrying of fuel in a back-pack or by any other method on the rider's person is FORBIDDEN and the penalty is exclusion. Fuel **MUST NOT** be carried in any external container mounted on the fuel tank in front of the rider.
- c. Protection may be provided for headlamps, handlebars, sumps (bash plates), and levers for clutch, gears and brakes.
- d. Crash bars may be fitted.
- e. A carrying rack/pannier may be fitted to the motorcycle provided that it is mounted in such a way as judged by the Technical Steward to be safe.
- f. Navigational equipment and additional instruments may be fitted. The fitment of an accurate odometer is strongly recommended. Route instructions for motorcycles will be printed on paper 148mm wide to suit a standard 'Acerbis' map reader or similar equipment. GPS equipment is not required.
- g. If back packs are worn by a rider it is recommended that they have quick release buckles for easy removal in case of an accident.
- h. It is recommended that audible warning devices (horns) over and above that provided by the motorcycle manufacturer be fitted, and should be considerably louder than the standard horn.

### **ACCEPTED RIDERS**

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- Holders of an MA Senior National Licence and/or FIM International Licence are eligible to compete and the appropriate application Forms are available from the state offices of Motorcycling Australia or the international riders' respective FMN. Riders from countries other than Australia MUST hold a start permission (rider release) from their National Controlling Body and proof of adequate insurance.
- All riders must be at least 17 years of age, and must hold a national civil riders licence corresponding to the engine capacity of his/her machine.
- A clearance to participate in the event issued by the FMN of the rider must be presented at pre-event documentation – for international entrants only.
- A rider may not be replaced by another rider at any time during the event. If this occurs the rider will be disqualified.
- Riders must make their own arrangements for repatriation between an Australian hospital and their home country.
- All participants undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, the organisers and officials, the employees, the officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he/she is jointly and severally liable.
- Any unfair, incorrect or fraudulent action effected by the competitor or rider shall be judged by the Jury who shall decide on any penalty according to the FIM / MA Disciplinary and Arbitration Code regulations.

#### **ABBREVIATIONS USED ABOVE:**

**FIM** – Federation Internationale de Motocyclisme

**FMN** - Federation Motocycliste Nationale

## **IDENTIFICATION**

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Please refer to diagram in Attachment. At documentation the Organisers shall supply compulsory event identification signs, motorcycle identification numbers and optional signs, as specified herein. These shall be attached to the motorcycle in a manner approved by the Organisers prior to attending Scrutineering and shall be maintained in good order and condition throughout the event.

The Organisers shall provide each rider with the following:

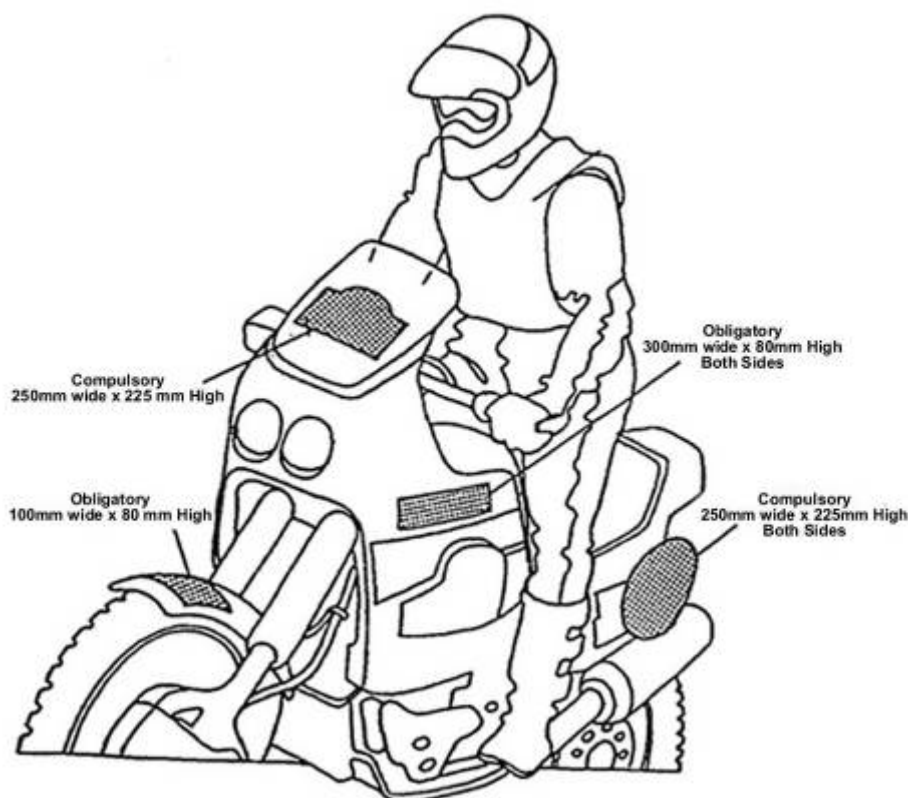
- One front number plate (25cm x 25cm) bearing the motorcycle number
- Two side number plates (25cm x 25cm) bearing the motorcycle number
- The above three plates must be placed visibly for the duration of the event and must not cover, even partially, the registration number of the motorcycle
- Front mudguard mounted sponsor panel (10cm x 8 cm)
- Two side mounted sponsor panels (20cm x 8cm)
- One identification bracelet which must be worn throughout the entire event

Failure to place the Organisers advertising on the motorcycle renders the competitor liable to the entry fee being doubled.

The Organisers shall have the discretion to waive these signage requirements on condition that details are submitted and approved. A fee of AUD\$250 per sign will be payable to the Organisers if approved. At any time during the event, the absence of or incorrect affixing of a racing panel or plate may result, for each offence noted, in a time penalty of 15 minutes. Before the start of each stage, the absence or incorrect affixing of at least two racing plates may result in exclusion from the event. At the overnight stops the Organiser may be able to supply riders with new number plates and bracelets by request to the Competitor Relations Officer (CRO).

Identification marks will be fixed to the machines during the technical control prior to the start. The Technical Stewards may check, at any time, the presence of these identification marks. The following parts shall be marked:

- The lower engine (engine/gearbox casing)
- The frame must not be changed or replaced during the running of the event. However, the frame may be dismantled and refitted for servicing and repairs



## NON-COMPULSORY ADVERTISING ON MOTORCYCLES

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Riders shall be free to affix any advertising on their motorcycles provided that it:

- Is authorised by the FIM Rules and the laws of Australia. (Note: All tobacco advertising is prohibited by Government law in Australia)
- Is not contrary to public decency and customs
- Does not intrude on those areas which are reserved for the plates or sponsor signage

## COMPETITOR RELATIONS OFFICERS

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The official called the Competitor Relations Officer, responsible for relations with the riders, will be readily identifiable and be present at:

- The administrative and technical controls
- Overnight stops

Dealing with riders consists of:

- Informing the riders and constantly acting in collaboration with them
- Providing precise answers to all persons raising questions
- Giving all information and additional details concerning the rules and the running of the Cross Country Event

- Avoiding transmission to the Jury of Sporting Stewards of any questions that can be satisfactorily resolved by providing precise explanations, unless the question concerns a complaint (e.g. supplying details of times contested).

## SECTION C: AUTO

### GENERAL PRESCRIPTIONS

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The 'AUTOS' division of the event shall be a National Cross Country Rally conducted in conformity with the International Sporting Code of the Federation Internationale de l'Automobile (FIA), the National Competition Rules of CAMS, the Cross Country Rally Standing and Technical Regulations, these Supplementary Regulations and any Bulletins which may be issued.

The Organisers reserve the right to divide the specified vehicle groups into capacity classes, which shall be declared at 1900hrs on Thursday 22<sup>nd</sup> September 2011 at the Event Headquarters located in Perth. The Organisers reserve the right to abandon or amalgamate any group/s or classes.

PLEASE NOTE: At least three entries will be required to constitute any class, otherwise vehicles will be amalgamated with the next higher capacity class.

### COMPETITOR AND CREW LICENSING

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#### AUSTRALIAN COMPETITORS / CREW

The driver and co-driver shall hold a CAMS National Rally Licence (NRL) or, if not intending to drive, a CAMS National Rally Navigator Only Licence, or higher.

The competitor shall hold a CAMS NRL or a J, K or L Competitor Licence or higher as appropriate.

#### OVERSEAS COMPETITORS / CREW (REFER ALSO ISC 18)

The driver and co-driver and other competing crew shall comply with the following:

- they hold at least the highest national level of rally licence of the ASN which issued the licence;
- they hold the appropriate authority issued by CAMS;
- they complete a medical declaration (same as National Rally Licence); and
- they demonstrate to the Organisers satisfaction an appropriate level of prior rally experience.

The competitor shall hold a licence complying with the requirements for competing crew, or alternatively a national level competitor/entrant licence or higher issued by their home ASN.

### VEHICLE GROUPS AND CLASSES

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At the time of presentation of the vehicle for pre-event Scrutineering, the vehicle must conform to one of the following Groups.

#### **GROUP A0 'SHOWROOM' FOUR WHEEL DRIVE (4WD) CROSS COUNTRY RECREATIONAL VEHICLES AND UTILITIES**

Class	A0.1	Passenger Vehicles up to 2000 cc.
	A0.2	Passenger Vehicles 2001 cc. to 3500 cc.
	A0.3	Passenger Vehicles over 3500 cc.
	A0.4	Passenger Diesel Vehicles all capacities.

- A0.5 Light Commercial Vehicles up to 3500 cc.
- A0.6 Light Commercial Vehicles over 3500 cc.
- A0.7 Diesel Light Commercial Vehicles all capacities.

Please Note: If a vehicle has forced induction, the capacity will be multiplied by a factor of 1.7, or 1.5 if Diesel.

**PERMITTED MODIFICATIONS & REQUIREMENTS:**

- 1) As per the current CAMS Cross Country Rally Technical Regulations.

**GROUP A1 'PRODUCTION' FOUR WHEEL DRIVE (4WD) CROSS COUNTRY RECREATIONAL VEHICLES AND UTILITIES (INCL. 'FORMULA FOUR 4WD' VEHICLES; & OFF ROAD VEHICLES)**

- |       |      |  |
|-------|------|--|
| Class | A1.1 | Recreational Vehicles & Light Commercials up to 3500 cc. |
|       | A1.2 | Recreational Vehicles & Light Commercials over 3500 cc.  |
|       | A1.3 | Formula Four Vehicles.                                   |
|       | A1.4 | CAMS Off-Road Production 4WD Vehicles                    |
|       | A1.5 | Diesel Vehicles all capacities.                          |

Please Note: If a vehicle has forced induction, the capacity will be multiplied by a factor of 1.7 if petrol, or 1.5 if Diesel.

**PERMITTED MODIFICATIONS & REQUIREMENTS:**

- 1) As per the current CAMS Cross Country Rally Technical Regulations.

**GROUP A2 'MODIFIED PRODUCTION' FOUR WHEEL DRIVE (4WD) RECREATIONAL CROSS COUNTRY VEHICLES**

- |       |      |                                       |
|-------|------|---------------------------------------|
| Class | A2.1 | Vehicles up to and including 3500 cc. |
|       | A2.2 | Vehicles 3501 cc and over.            |
|       | A2.3 | Diesel Vehicles of all capacities.    |

Please Note: All engines which have forced induction will have the capacity multiplied by a factor of 1.7, or 1.5 if Diesel.

**PERMITTED MODIFICATIONS & REQUIREMENTS:**

- 1) As per the current CAMS Cross Country Rally Technical Regulations.

**GROUP A3 'MODIFIED TWO WHEEL DRIVE (2WD) VEHICLES', & CAMS OFF-ROAD EXTREME 2WD & PERFORMANCE 2WD VEHICLES**

- |       |      |  |
|-------|------|--|
| Class | A3.1 | Modified 2WD Vehicles up to 3500 cc.     |
|       | A3.2 | Modified 2WD Vehicles over 3500 cc.      |
|       | A3.3 | CAMS Off-Road Extreme 2WD Vehicles.      |
|       | A3.4 | CAMS Off-Road Performance 2WD Vehicles.  |
|       | A3.5 | Light Commercial Vehicles up to 3500 cc. |

Please Note: All engines which have forced induction will have the capacity multiplied by a factor of 1.7, or 1.5 if Diesel.

**PERMITTED MODIFICATIONS & REQUIREMENTS:**

1) As per the current CAMS Cross Country Rally Technical Regulations.

A Class for 'Historic/Classic vehicles' (pre 1984 vehicles) will be created subject to the three entries rule.

**GROUP A4 'BUGGIES'**

Class	A4.1	CAMS Off-Road Pro Buggy
	A4.2	CAMS Off-Road Prolite Buggy
	A4.3	CAMS Off-Road Super 1650 Buggy
	A4.4	CAMS Off-Road Sportsman Buggy
	A4.5	CAMS Off-Road Clubman Buggy

**PERMITTED MODIFICATIONS & REQUIREMENTS:**

Specific Requirements of Off-Road Vehicle for Classes 1-3 Buggies in the current CAMS Manual of Motor Sport.

Buggy must have two (2) seats, i.e. for driver & navigator.

Buggy must have headlights, tail lights, stop lights, indicators, rear mud flaps and navigational gear.

**SPECIAL NOTE:**

Group A4 Buggies MUST have normal road registration in a state of Australia, ie cannot be a temporary registration permit (Special Permit).

**GROUP A5 'UNLIMITED FOUR WHEEL DRIVE RECREATIONAL VEHICLES & CAMS OFF-ROAD EXTREME 4WD VEHICLES'**

Class	A5.1	Modified 4WD Vehicles up to 3500 cc.
	A5.2	Modified 4WD Vehicles over 3500 cc.
	A5.3	CAMS Off-Road Extreme 4WD Vehicles.
	A5.4	Modified 4WD Diesel

Please Note: All engines which have forced induction will have the capacity multiplied by a factor of 1.7, or 1.5 if Diesel.

**PERMITTED MODIFICATIONS & REQUIREMENTS:**

As per the current CAMS Cross Country Rally Technical Regulations.

**SPECIAL NOTE:**

The Organisers may not accept vehicles in A5 if the vehicle has the same silhouette as the production version of the same vehicle. Acceptable changes for wagons would be to paint out rear windows in body matching colour and some sort of rear aerofoil or dust deflector over the rear door. In Utility style vehicles replacement of a standard Ute rear body section with a custom made body of different shape or other method of changing the side outline of the vehicle will be acceptable. Intending competitors can submit photographs of the vehicle to the Organisers for a ruling on eligibility with this requirement.

## **FIA GROUP T2 SERIES CROSS COUNTRY CARS**

Class	T2.1	Series Cross Country Cars up to 3500 cc.
	T2.2	Series Cross Country Cars over 3500 cc and up to 6000 cc.

Please Note: All engines which have forced induction will have the capacity multiplied by a factor of 1.7, or 1.5 if Diesel.

### **PERMITTED MODIFICATIONS & REQUIREMENTS:**

- 1) As per the current FIA Cross Country Rally Technical Regulations, Articles 281, 282, 283 and 284)

## **FIA GROUP T1 MODIFIED CROSS COUNTRY CARS**

Class	T1.1	Modified Cross Country Cars up to 3500 cc.
	T1.2	Modified Cross Country Cars over 3500 cc and up to 6000 cc.

Please Note: All engines which have forced induction will have the capacity multiplied by a factor of 1.7, or 1.5 if Diesel.

Please Note – All vehicles entered under the FIA categories must be entered on application to the Clerk of Course.

### **PERMITTED MODIFICATIONS & REQUIREMENTS:**

- 1) As per the current FIA Cross Country Rally Technical Regulations, (Articles 281, 282, 283 and 285)

The Organisers reserve the right to create additional classes for promotional purposes that will not be eligible for outright awards.

## **COMPULSORY EQUIPMENT**

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**As per the CAMS Cross Country Rally Technical Regulations Compulsory and Recommended Equipment – All Competitors and Vehicles Article 1.**

## **RECOMMENDED / OPTIONAL EQUIPMENT & MODIFICATIONS**

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Fuel for at least 350 kilometres (including up to 250 kilometres of competition) will be required to be carried on board. This is the maximum distance between refuel points, where competitors may refuel.

A long-range fuel tank may be used as a replacement and/or in addition to the original fuel tank. It is recommended that maximum fuel be carried to enable better utilisation of commercial fuel outlets. No fuel tank may be located in the passenger compartment.

Save for classes A2, A3 and A5 (where the carrying of additional fuel containers which are not part of the plumbed system is prohibited), AUTO competitors may carry fuel in the vehicle but strictly in accordance with the CAMS Cross Country Rally Technical Regulations which state – “Australian Standard AS 2906 approved fuel containers may be carried in the luggage compartment, and in such cases shall be carried with their fillers upright, within a securely fitted metallic container, which effectively secures the fuel containers, prevents their chafing by means of padding, and acts as a fire wall. A sign must be placed near the filler to indicate their contents (petrol, diesel etc). A maximum of 60 litres of fuel may be carried in such containers.

Only Fuel in compliance with Schedule G and relevant technical regulations may be used during the Event. Refer to the current CAMS Manual of Motor Sport.

**It is suggested that all AUTO competitors have the ability to inflate and deflate tyres during competition and non competition sections of the event.**

**As per the CAMS Cross Country Rally Technical Regulations Compulsory and Recommended Equipment – All Competitors and Vehicles Article 4.**

## **PROHIBITED EQUIPMENT**

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**As per Article 3 of the CAMS Cross Country Rally Technical Regulations Compulsory and Recommended Equipment – All Competitors and Vehicles.**

## **VEHICLE NOISE**

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**As per Article 5 of the CAMS Cross Country Rally Technical Regulations Compulsory and Recommended Equipment – All Competitors and Vehicles.**

## **APPAREL**

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During all Selective Sections or Stages, each AUTO crew member is required to wear as a minimum:

- A one-piece driving suit made from flame retardant material.
- Boots complying with current FIA standards, the upper portions of which are made from materials compliant with ISO 6940, or alternatively boots which incorporate a full leather upper.
- Socks made from materials complying with ISO 15025:2000 or ISO 6940, or alternatively of cotton or wool.
- A helmet to a standard outlined in Schedule D of the CAMS Manual of Motor Sport.

Highly Recommended (but not mandatory):

- A separate balaclava, t-shirt and underwear all made from a material complying with ISO 15025:2000 or ISO 6940, or alternatively of cotton or wool.
- For the driver, gloves complying with current FIA standards or made from materials compliant with ISO 6940.
- Head and neck restraints complying with Schedule D of the CAMS Manual of Motor Sport.

## **EQUIPMENT CHECK**

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The Organisers may at any time perform an equipment check on the competition vehicle and crew.

Items that will be checked include (but not limited to):

- Lights and indicators
- Helmets and driver apparel
- Vehicle horn
- Coachwork
- Mechanical roadworthiness
- Permit/s (if applicable)
- Radio equipment

If any of the above items are deemed unsuitable by the Organisers, the following will occur:

- If at commencement of a leg, a start will be refused until items are rectified. Late time restrictions will apply from original start time.

- If during a leg, the Organisers reserve the right to refuse continuance in the leg of the affected competitor.

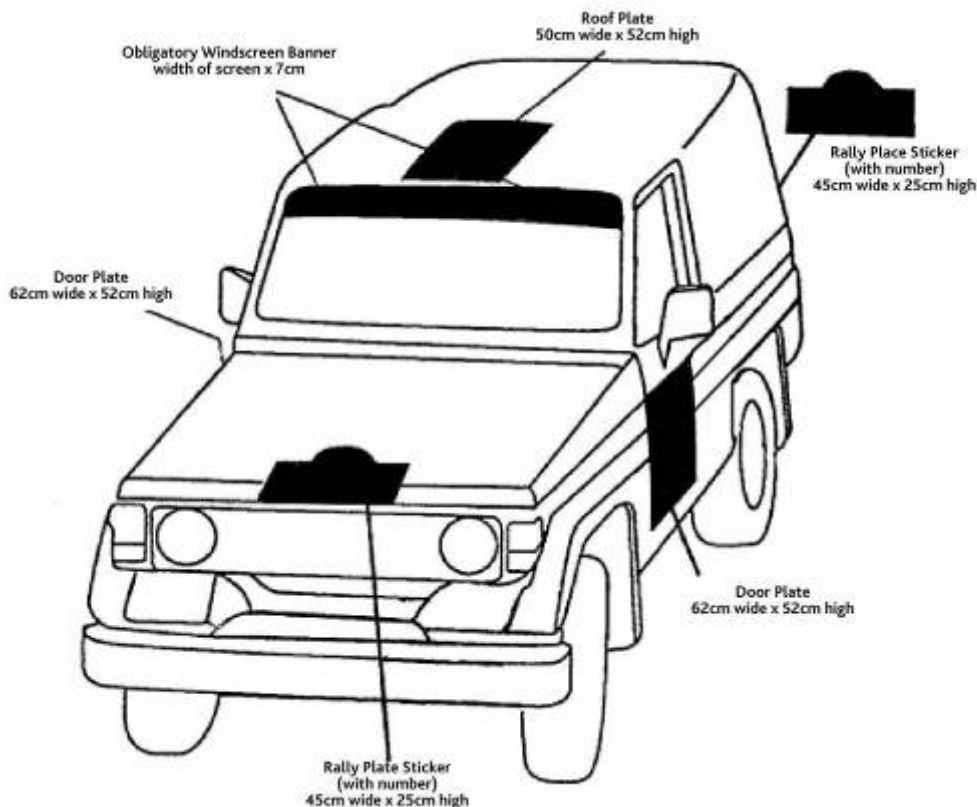
## IDENTIFICATION

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Please refer to diagram in Attachment. At documentation the Organisers shall supply compulsory event identification signs, identification numbers and optional signs, as specified herein. These shall be attached to the vehicle in a manner approved by the Organisers prior to attending Scrutineering and shall be maintained in good order and condition throughout the event.

The signs shall be affixed as follows:

- To both doors: a space 62cm wide x 52cm deep is reserved for the Event principal sponsor name, vehicle number AND a combined sponsor panel. This must be located at the foremost part of the doors and may not be modified.
- On the roof: a space 50cm wide x 52cm deep is reserved for the Event principal sponsor name and vehicle number.
- To the FOREMOST part of the front bonnet: a sign approximately 45cm wide x 25cm deep (Front rally plate).
- Located on a rear facing panel (boot or tailgate for example) of the vehicle: a sign approximately 45cm wide x 25cm deep (Rear rally plate).
- Windscreen banner located to the upper most region of the windscreen.



In addition, each member of the crew will be provided with:

- One identification bracelet which must be worn throughout the entire event
- One identification card (credential) which must be available upon demand by the organisers



## SECTION D: QUADS

### GENERAL PRESCRIPTION

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The event is open to all QUADS which comply to rule 22.1.0.1 a) ~ o) in the Motorcycling Australia 2009 Manual of Motorcycle Sport. These QUADS shall comply with the rules of safety laid down by the International Convention on Road Traffic, and with the safety requirements laid down in the rules of the FIM and the state of Western Australia. Competitors preparing QUADS must be familiar with the MA Manual of Motorcycle Sport (page 192) which details the requirements for QUADS. Particular attention must be paid to the section on “Nerf” bars.

The following categories will apply:

- Super Production      Q1 – Up to 850cc
- Quad Pairs              QP – Up to 850cc

Eligibility for the **Quad Pairs** category is exclusively for two riders utilising one quad for the duration of the event. Each rider shall participate in a minimum of 3 legs of the event, and changing riders during any leg (day) of the event is prohibited. If one rider is incapable of continuing in the event, the remaining rider may continue but will be ineligible for any posted awards or results.

### CYLINDER CAPACITY CLASS CLASSIFICATION

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In Super Production (Q1) category and Moto Pairs (QP), capacity classes will be classified as follows:

- Class 1                      Up to 500cc
- Class 2                      **501cc** and up to **850cc**

The changing of categories, for whatever reason, may only be authorised by the Jury of Sporting Stewards and will incur a penalty of 10 minutes.

Any rider entered by a third party and/or who is not the legal owner of the machine on which the rider is entered, must hold an authorisation document issued by the owner and this must be presented at pre-event documentation.

Even if the special provisions for a category allow the original silencer or the complete exhaust to be replaced, quads must always have an exhaust silencer, which results in a maximum noise emission of 94db measured in accordance with standard measuring procedures. The position and design must comply with the provisions of the FIM code and effective protection must be provided to prevent burns from hot exhaust pipes. The exhaust system must not be a temporary one and fumes must be discharged only at the end of the system. Frame components may not be used to discharge exhaust fumes.

On all quads the engine crankcases, cylinder and frame will be marked by the organisers for identification purposes. Note provisions for changing engines.

Only commercially available fuel will be used.

Spare components and tools may be carried on the motorcycle or in a registered service crew vehicle or on alternate transport provided this is only transport to be arranged through the Organisers.

## TECHNICAL INFORMATION / QUAD ELEGIBILITY

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### CATEGORY Q1 – SUPER PRODUCTION QUADS

This category is open to all machines fitting the following specifications:

- Quads may be manufactured on a “one-off” basis, but must comply in all respects to the 1968 Vienna Convention, even if the country in which the motorcycle was manufactured is not a signatory of that Convention, and must be registered for road use.
- All quads must be presented with working lights (high and low beam), brake light (operated by either or both hand or foot brake lever), **indicators**, audible horn and it is strongly recommended that at least one mirror be fitted to the machine (if only one mirror is used then it must be on the right of the handlebars).
- All modifications are free, except that engines may not be turbo-charged or supercharged.
- One spare engine only is authorised throughout the course of the event. A rider needing to change his engine but who does not have a spare one may, if applicable, use the spare engine of another rider or the engine that another rider has already replaced. In such an occurrence, the rider is obliged to advise the Chief Scrutineer of the details of such engine exchange, on penalty of exclusion if he does not so advise.
- Fuel tank(s) capacity must be sufficient for 300km minimum (250km competitive).
- Fuel tank(s) replacement allowed; additional tank allowed at rear of seat. Rear sub-frame reinforcement permitted (Note: Fuel **MUST NOT** be carried in any container mounted on the fuel tank in front of the rider. The penalty is up to exclusion).
- Riders **MUST NOT** carry fuel on their person. The penalty is up to exclusion.
- Weight is unrestricted.

### MARKINGS

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Frames and other parts which are marked during scrutineering must be able to be identified at any time during the course of the event. The swing arm and steering stem are not part of the frame

Other markings may be made on various parts of machines as decided by the Chief Scrutineer. Checks may be made at any time by scrutineers for safety and compliance with the regulations with regard to the machine’s eligibility for any category or class.

### QUAD PAIRS

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Quads must comply with the specifications for Super Production category – Q1.

### COMPULSORY EQUIPMENT

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#### A. RADIOS

Please refer to section 14.

#### B. SAFETY HELMETS

Safety helmets must be worn at all times whilst the quad is in motion. The helmet must carry the standards decals approved under rule 01.70 of the FIM Technical Rules, as follows:

##### Recognised International Helmet Approval Marks:

- Europe ECE 22-05, ECE 22-05
- USA SNELL M2005, M2010
- Japan JIS 8133 2000, JIS T 8133:2007

#### **Recognised Australian Helmet Approval Mark:**

- Recognised approval marks as shown in the 2011 Manual of Motorcycle Sport.

#### **C. FIRST AID KIT**

A first aid kit consisting of at least the following must be carried on the quad at all times:

- A selection of sterile bandages, adhesive dressing strips, surgical dressing and safety pins)
- Pain killers (aspirin or equivalent)
- Tissues (small box)
- Adhesive tape (25mm roll)
- Salt tablets
- Sun cream for the skin and lips
- Eye drops (boroclarine, stilla or equivalent)
- Burn cream
- First aid booklet
- Vitamin C
- Anti diarrhoea tablets
- Disinfectant cream

#### **D. EMERGENCY PACK**

An emergency pack of high-energy food is recommended to be carried, but is not compulsory.

#### **E. WATER PROVISIONS**

At least three litres of water must be carried in at least two containers on the quad and/or the riders person when leaving a bivouac or refuel location where water is available. 'Camel Back' water containers are highly recommended. Water should not be carried in containers with taps at the base as these can become damaged and loss of water may occur.

Two litres of this water is for emergency use only and must not be consumed under normal circumstances (therefore the containers should be refilled at every opportunity).

Failure to carry the amount of water specified at all times could lead to exclusion. The Organisers advise that weather conditions will be such that temperatures up to 40 degrees centigrade during the day and down to zero at night may be expected.

#### **F. SURVIVAL BLANKET**

A survival blanket, or sleeping bag, must be carried on the quad. Failure to carry such a blanket could lead to exclusion.

#### **G. HAT**

A brimmed hat must be carried on the quad, for use in hot conditions when off the vehicle. Failure to do so could lead to exclusion. A soft cotton or towelling hat is recommended.

#### **H. LIGHTING IMPLEMENT**

A cigarette lighter or waterproof matches must be carried on the quad for use in emergency situations.

#### **I. PROTECTIVE CLOTHING**

Riders are required to wear protective clothing.

The following standards should be regarded as a minimum only:

- Leather or approved boots which provide protection to ankles and calves. Should leather trousers and one-piece leather suits not provide full cover to calves, boots must be of a length to cover calves so that no part of the flesh is left uncovered when the rider is in competition. Soft leather sole boots and rubber boots are not acceptable.
- Jackets shall be of leather, reinforced nylon or waxed cotton which leaves no part of the flesh uncovered when the rider is in a racing position. One piece suits of leather, waxed cotton or reinforced nylon may be used as an alternative. The rider may wear a jersey in lieu of a jacket. Jerseys must be of a close knit fabric of natural or synthetic fibre and shall be a snug fit. Trousers should be snug fit leather or similar durable synthetic or natural material so that no flesh is left uncovered whilst the rider is in the racing position. Trousers other than leather shall be a recognised type of motorcycle or quad riding trouser.
- Protective gloves of leather or other material of similar or greater durability must be worn.

#### **J. PROTECTIVE EYEWEAR**

Riders shall be required to wear eye protection and/or goggles. Spectacles and sunglasses must be of a shatter proof material.

#### **K. DUST LIGHT, MIRROR AND HORN**

In addition to the original rear light/s, in conformity with the relevant legislation, a red dust light must be installed on a high point of the centre rear of the quad and must constantly be in working order.

If using a conventional bulb it must be equipped with at least a 21 watt bulb. The rear dust light must have a surface area of 140mm x 70mm which may be split into two parts.

If the rear dust light is of the Light Emitting Diode (LED) type, rather than a bulb type, a minimum size must be at least 90mm x 90mm (or have an equal or greater rear facing area).

Together with the taillights, the Dust Light must remain switched on whilst the engine is running and even if the headlight is switched off.

At least one effective rear view mirror must be fitted to the quad, which will provide effective rearward vision for the rider when in a normal seated or standing position on the quad.

An audible horn is compulsory on all quads. In addition it is recommended that audible warning devices (horns) over and above that provided by the quad manufacturer be fitted, and should be considerably louder than the standard horn.

#### **L. JERRY CAN**

All competitors are required to present at scrutineering two 10 litre jerry cans with their competition number clearly labelled. This jerry can will be used at the splash and dash refuel locations. This must be an approved fuel container.

#### **M. ENVIRO MAT**

All QUAD competitors must service their bikes on MA approved Enviro Mats.

### **OPTIONAL EQUIPMENT**

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Quads may be fitted with the following equipment:

- a. Extra headlights may be fitted to Q1 or QP category quads provided they are fitted such that there is no more than two extra lights. The extra lights must operate on and off with high beam.

- b. Fuel for at least 250 kilometres hard riding will be required to be carried on the motorcycle, at times. No protest shall lie against the failure of any motorcycle to cover the minimum distance of 300km whatever the nature of the terrain. The existing fuel tank may be replaced or enlarged. Normally, the tank should be fitted between the rider's crotch and the steering stem, but approval will be given by the organisers to alternate or supplementary fuel tanks being fitted, provided such tanks meet the safety requirement as may be determined by the organisers (submitting photographs is a way of seeking approval). Where a larger tank is fitted the original seat may be modified (if possible), or alternatively a different or special seat is permitted. The carrying of fuel in a back-pack or by any other method on the rider's person is FORBIDDEN and the penalty is exclusion. Fuel MUST NOT be carried in any external container mounted on the fuel tank in front of the rider.
- c. Protection may be provided for headlamps, handlebars, sumps, and levers for clutch, gears and brakes.
- d. Crash bars may be fitted.
- e. A carrying rack/pannier may be fitted to the quad provided that it is mounted in such a way as judged by the Technical Steward to be safe.
- f. Navigational equipment and additional instruments may be fitted. The fitment of an accurate odometer is strongly recommended. Route instructions for quads will be printed on paper 148mm wide to suit a standard 'Acerbis' map reader or similar equipment. Note that as there are no 'cross-country navigation' sections in the event, GPS equipment is not required.
- g. If back packs are worn by a rider it is recommended that they have quick release buckles for easy removal in case of an accident.
- h. It is recommended that audible warning devices (horns) over and above that provided by the manufacturer be fitted, and should be considerably louder than the standard horn.

## ACCEPTED RIDERS

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- Holders of an MA Senior National Licence and/or FIM International Licence are eligible to compete and the appropriate Application Forms are available from the state offices of Motorcycling Australia or the international riders' respective FMN. Licence holders from countries other than Australia must have a rider clearance from their National Body and proof of appropriate insurance.
- All riders must be at least 17 years of age, and must hold a national civil licence.
- A clearance to participate in the event issued by the FMN of the rider must be presented at pre-event documentation – for international entrants only.
- A rider may not be replaced by another rider at any time during the event. If this occurs the rider will be disqualified.
- Riders must make their own arrangements for repatriation between an Australian hospital and their home country.
- All participants undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, the organisers and officials, the employees, the officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he/she is jointly and severally liable.
- Any unfair, incorrect or fraudulent action effected by the competitor or rider shall be judged by the Jury who shall decide on any penalty according to the FIM / MA Disciplinary and Arbitration Code regulations.

### ABBREVIATIONS USED ABOVE:

**FIM** – Federation Internationale de Motocyclisme

**FMN** - Federation Motocycliste Nationale

## **NON-COMPULSORY ADVERTISING ON QUADS**

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Riders shall be free to affix any advertising on their quads provided that it:

- Is authorised by the FIM Rules and the laws of Australia. (Note: All tobacco advertising is prohibited by Government law in Australia)
- Is not contrary to public decency and customs
- Does not intrude on those areas which are reserved for the plates

## **OFFICIALS DEALING WITH RIDERS**

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The official called Competitor Relations Officers, responsible for relations with the riders, will be readily identifiable and be present at:

- The administrative and technical controls
- Overnight stops

The task of the officials dealing with riders consists of:

- Informing the riders and constantly acting in collaboration with them
- Providing precise answers to all persons raising questions
- Giving all information and additional details concerning the rules and the running of the Cross Country Event
- Avoiding transmission to the Jury of Sporting Stewards of any questions that can be satisfactorily resolved by providing precise explanations, unless the question concerns a complaint (e.g. supplying details of times contested)

## **IDENTIFICATION**

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Please refer to diagram in Attachment. At documentation the Organisers shall supply compulsory event identification signs, motorcycle identification numbers and optional signs, as specified herein. These shall be attached to the motorcycle in a manner approved by the Organisers prior to attending Scrutineering and shall be maintained in good order and condition throughout the event.

The Organisers shall provide each rider with the following:

- One front number plate (25cm x 25cm) bearing the quad number
- One rear number plate (25cm x 25cm) bearing the quad number
- Two side number plates (25cm x 25cm) bearing the quad number
- The above four plates must be placed visibly for the duration of the event
- Event sponsor signage – forward facing x 2 (100mm x 60mm)
- Event sponsor signage – side mounted (left and right) (150mm x 80mm)
- One identification bracelet which must be worn throughout the entire event



Failure to place the Organisers advertising on the quad renders the competitor liable to the entry fee being doubled. It will be the rider's responsibility to ensure that none of these compulsory panels are missing, masked or damaged on the machine. Notwithstanding the requirements of compulsory signs listed above, the Clerk of Course shall have the discretion to approve any sign not conforming therein, on condition that details are submitted and approved. A fee of AUD\$250 per sign will be payable to the Organisers if approved.

At any time during the event, the absence of or incorrect affixing of a racing panel or plate may result, for each offence noted, in a time penalty of 15 minutes. Before the start of each section, the absence or incorrect affixing of at least two racing plates may result in exclusion from the event.

At the overnight stops the organiser may be able to supply riders with new number plates and bracelets by request to the Competitor Relations Officer.

Identification marks will be fixed to the machines during the technical control prior to the start. The Technical Stewards may check, at any time, the presence of these identification marks.

The following parts shall be marked:

- The lower engine (engine/gearbox casing)
- A replacement motor together with gearbox may also be marked during scrutiny
- The frame must not be changed or replaced during the running of the event. However, the frame may be dismantled and refitted for servicing and repairs

# SAFARI PRODUCTION REGULATIONS

## 1. Introduction

The Safari Production is a new “stand alone” category within the Australasian Safari with its own outright winner and placings. Competitors wanting to be part of this new category should be aware of the following administrative rules and technical regulations.

The Safari Production is aimed at competitors who want to be part of Safari but in a more standard or showroom production based vehicle, without the costs and complexity of preparing a “full blown” off road competition vehicle. The existing Auto Category will remain as it has in previous years.

Competitors in the Safari Production Category will be eligible for outright placings in the Auto Category, but only vehicles complying with the Safari Production Technical Regulations will be eligible for the Safari Production category’s outright placings.

## 2. Administration

The Safari Production Category will be administered as follows :

- The normal entry and registration processes will be the same as the Prototype Category.
- The category will be treated as a stand-alone category, complete with outright placings, podium presentation, champagne spray and awards.
- Television and Media coverage will treat Safari Production as a stand-alone category.
- There will now be four categories in the event – MOTO, , QUAD, AUTO and SP (Safari Production). SP entrants will have the option to nominate for the Prototype Category outright placings at no extra entry fee
- Safari Production vehicles may apply for an “unregistered vehicle permit”.

**Note: These regulations have been adapted using CAMS regulations for Cross Country Rallying including CAMS A0 and A1.**

## 3. Preamble

The philosophy behind these regulations is to provide essentially a showroom category based primarily on CAMS A0 regulations with inclusions from CAMS A1 and varied to achieve:-

- modifications to increase chassis durability
- removal of additional internal trim to minimise the necessity to cut or modify the trim
- further restrictions over and above A0 regulations to truly create a vehicle able to be identified by the public and by manufacturers as ‘near equivalent’ to a true showroom version

The organisers reserve the right to direct Production competitors to take an alternate route or to miss a stage if it is determined by the Clerk of Course that the course is not suitable for the vehicle class. Under these circumstances, if a complete stage is missed a derived time will be allocated.

## 4. Technical Regulations

Compulsory and Recommended Equipment - All Competitors and Vehicles

### 1. COMPULSORY EQUIPMENT

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All vehicles must comply with Schedule R of the current CAMS Manual of Motor Sport (refer "General Requirements for Cars and Drivers") and the following:

- 1.1 Seat belts must be fitted for all crew members and must be worn at all times when the vehicle is in motion. Failure by any crew member to do so may lead to exclusion.

Seat belts must comply with the provisions of Schedule I for rallies (refer "General Requirements for Cars and Drivers"). The mounting points, if not standard as supplied with the vehicle, must be to the satisfaction of the Chief Scrutineer.

- 1.2 A safety cage structure, complying with Schedule J (refer "General Requirements for Cars and Drivers") must be fitted.

Protective padding must be fitted to the safety cage in accordance with the provisions of Schedule J (see "General Requirements for Cars and Drivers").

Utility (pick-up) vehicles may replace the rear window (glass) with a suitable material; ie, 1.5mm thick or clear material 3mm thick, which may be modified to allow the passing through of the back stays and diagonals for the safety cage.

- 1.3 One or more fire extinguisher/s complying with Australian Standard 1841 (save that AS1841.3 extinguishers are not permitted) and of at least 2.0kg capacity (depending upon type of extinguisher) must be securely mounted within the passenger compartment and be readily accessible to all crew members.

Refer Schedule H for full details of required fire extinguishers, including maintenance provisions (see "General Requirements for Cars and Drivers").

- 1.4 Four triangular warning signs with sides of at least 300mm in length must be carried in the vehicle at the start of the event, for use when the vehicle is immobilised. When not in use, there must always be no less than two such triangles available in each vehicle.

- 1.5 A laminated glass windscreen must be fitted to all vehicles.

- 1.6 The original external rear vision mirrors must be retained.

- 1.7 Original equipment mudflaps must be retained behind each driving wheel. Where not fitted as standard equipment, the manufacturers optional mudflaps must be fitted.

- 1.8 Towing points, which must be readily accessible and robust, must be fitted to front and rear of vehicle. Refer article 6 of Schedule C (see "General Requirements for Cars and Drivers") for guidelines.

- 1.9 A strong safety partition must be securely fitted behind the rearmost crew member in order to prevent any loose objects from moving forward into the seating area. The material used for the safety partition must be a rigid open mesh design so as not to create the impression of two separate cockpit chambers but must not allow the passage of articles of a diameter of more than 40mm. Nylon or other mesh netting will not be approved. For utility-type vehicles, a similar safety partition must be fitted externally to the cabin, and designed that it completely masks the rear window from objects being thrown forward from the tray area.
- 1.10 Radio communications will be required to be fitted to the vehicle. Technical details will be provided in the event Supplementary Regulations including as to whether the equipment is to be supplied by the entrant or the event.
- 1.11 Two LED type red or amber dust lights must be fitted to the rear of the vehicle at a minimum height of 1.5 metres above the ground. Each must be the equivalent lumens output of at least a 21 watt incandescent bulb. They must be attached to the left and right rear of the vehicle, or for utilities, on or near the upper angles of the rear part of the cabin. These lights must be constantly switched on during the running of all selective sections, and are recommended to be on during unsealed road sections. The lights must be installed in a manner which minimises the 'non standard' appearance of the rear of the vehicle to the satisfaction of the judgement of the Chief Scrutineer.
- 1.12 Audible warning device: Each vehicle must be equipped with a loud variable tone audible warning device, over and above that supplied by the vehicle manufacturer, and of sufficient volume to effectively warn vehicles (including motor cycle riders) being overtaken. The device may be either:
- dual variable-tone compressor-type air horns, electronic variable tone warning device (klaxon horns, siren etc). An effective, simple and cheap device can be made from two standard sets of dual-tone electric air horns;
  - 'musical' horns and other such novelty electronic devices (barking dogs, trumpeting elephants, machine gun sounds, etc) are prohibited.

As dust is a major problem with air horns, it is strongly recommended that electric compressor units for such be fitted wholly within an effectively dust-filtered container.

The audible warning device is an important safety item in Cross Country Rallies and the operation of such devices is strictly limited to use on selective sections when overtaking manoeuvres are in progress. The frivolous use of such devices or their use in built up areas is forbidden and may lead to penalties up to exclusion.

- 1.13 A minimum of two spare wheels/tyres are to be carried. See Optional Equipment/Modifications for options.
- 1.14 **Seats:** Occupants seats and their mountings are free, provided they comply with Schedule C (see "General Requirements for Cars and Drivers"). Seats must include a headrest.

## 2. CREW SAFETY

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- 2.1 A safety helmet must be worn by all crew members throughout all selective sections. Helmets must comply with a standard approved by CAMS and listed in Schedule D (see "General Requirements for Cars and Drivers").

The helmet must be in good condition (eg, no scratches, chips or incorrect painting) at all times. If a helmet is considered by the Chief Scrutineer at pre-event scrutineering or at any time during the event to be unsuitable or unsafe, the helmet will be rejected.

2.2 All competitors must wear apparel complying with Schedule D of “General Requirements for Cars and Drivers” for Off Road of National level during all competitive sections.

2.3 Safety goggles for all crew members must be carried on board, for use in case of a broken/removed windscreen excluding crew members who are wearing full faced helmets with approved visors. Goggles must comply with Australian Standard AS 1609-1974 and bear the SAA mark, or comply to an equivalent overseas standard. Refer Schedule D.

2.4 Water: at least three litres for each crew member must be carried in at least two containers in the vehicle when leaving an overnight bivouac or refuel location where water is available. Water should not be carried in containers with taps at the base as loss of water through damage is possible. Any water container having a capacity exceeding three litres must comply with Australian Standard AS 2906.

2.5 An additional two litres of water must be carried in each competition vehicle for emergency purposes only, and must not be consumed under normal circumstances.

Water containers are to be packed in the vehicle so as to be readily accessible for both crew and for organisers to check. Failure to carry specified amounts of water at all times could lead to exclusion.

2.6 A survival blanket, or sleeping bag, for each crew member must be carried in the vehicle. Failure to carry same could lead to exclusion.

2.7 A first aid kit is required to be carried on board, complying with Schedule R, Article 13 (see “General Requirements for Cars and Drivers”), including the following items:

- 2 x extra large universal accident dressings
- 2 x large open weave bandages
- 2 x medium open weave bandages
- 1 x pair dressing scissors
- 1 x roll adhesive tape
- 6 x safety pins
- 1 x large burn dressing with non-adhesive surface
- 1 x thermo accident blanket
- 2 x medium combination pads
- 6 x adhesive plaster strips
- 1 x triangular bandage
- 2 x sterile eye pads
- 1 x First Aid manual

2.8 An emergency food supply of high energy food is recommended to be carried in each vehicle, for events of more than two days duration but is not compulsory.

### **3. PROHIBITED EQUIPMENT**

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The following prohibitions apply to all vehicles:

- 3.1 The use of studded or spiked tyres, or chains.
- 3.2 Roof racks, or similar may not be fitted.
- 3.3 No equipment may be fitted to the roof of the vehicle, save for radio aerials. See also Body Work Exterior permitted modifications listed below from A1 regulations.

#### **4. RECOMMENDED / OPTIONAL EQUIPMENT & MODIFICATIONS**

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- 4.1 Recovery equipment may be carried and is recommended, such as Hi-Lift jack, snatch straps, pulleys, tow straps, etc.
- 4.2 Spare components and tools may be carried in the vehicle. If carried they should be securely fixed behind the safety partition. If carried in the rear of a utility, which must also be fitted with a safety partition, they should be securely fixed to prevent them being thrown out endangering other competitors / vehicles.
- 4.3 The interior of the luggage compartment may be modified to safely contain spare parts and tools.
- 4.4 Airbags: Factory-fitted Supplementary Restraint Systems (SRS – airbags) may be disconnected or deactivated/removed as per article 11 of Schedule A (refer “General Requirements for Cars and Drivers”).
- 4.5 On-board cameras: With the advent of light weight digital camera technology, the mounting specification is free. Notwithstanding, the Chief Scrutineer has ultimate authority on determining the safety of the mounting system with due regard to the mass of the camera/s.
- 4.6 Up to a maximum of 2 Extra driving lights may be fitted subject to the provisions of Schedule R (see “General Requirements for Cars and Drivers”). Headlight protectors may be fitted, either of mesh or plastic.
- 4.7 Under body protection may be fitted, and if used must be securely fitted to the satisfaction of organisers. For the avoidance of doubt, such under body protection may be the full length of the vehicle.
- 4.8 A winch may be fitted, but where any part of the winch equipment protrudes forward of the bumper bar/bull bar, sharp edges or corners must be eliminated.

#### **5. OTHER**

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- 5.1 All vehicles must respect the relevant maximum noise level, as specified by CAMS and/or civil authorities.
- 5.2 Notwithstanding the modifications permitted in these regulations, it remains the responsibility of the competitor to comply with the relevant civil regulations

#### **6. ELIGIBILITY**

- 6.1 ELIGIBLE VEHICLES

Four-wheel drive Cross Country Recreational or light commercial (utility) vehicles the model variant of which has been on sale to the general public in Australia within the last 10 years, and modified only to the extent prescribed in these regulations.

## 6.2 OPTIONAL EQUIPMENT/MODIFICATIONS

All modifications are forbidden unless specifically authorised in these regulations.

The following optional modifications and/or equipment are allowed. Genuine factory options may be fitted, but the onus is on the competitor (previously referred to as the “entrant”) to prove to organisers that such options are genuine factory options, and not after market additions. Proof of such will need to be adequately documented by way of manufacturer’s brochure, manual etc to the satisfaction of the organisers. Minor accessories, which in the opinion of the organisers have absolutely no effect on the vehicle’s performance, handling or competitiveness, may be permitted at the discretion of the Clerk of the Course.

- 6.2.1 Shock absorbers may be replaced by another shock absorber of similar type and operation, but the number of shock absorbers must remain as standard, and shock absorber mounts must remain standard in all ways. If, in order to change the damping element of a MacPherson strut type of suspension it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones, save to the extent that strengthening of the lower portion of the strut tube below the spring plate is permitted, and have the same mounting points.
- 6.2.2 Exhausts may be modified downstream of the first flange or joint after the exhaust manifold. Competitors are reminded that if a catalytic converter is fitted in the system it must be re-installed, also refer to the CAMS Manual for noise emission requirements.
- 6.2.3 Internal trim (seats, headlining, carpets, door trim luggage area trim etc) may be removed but solely for the purpose of the fitment of safety equipment and other additional equipment permitted under these regulations. Replacement temporary trim panels (plywood, masonite, plastic etc) may be fitted. Front floor coverings may also be removed.
- 6.2.4 Frontal protection by way of a “bull bar” or similar is permitted, provided it is a proprietary article; ie, sourced through normal commercial channels. The removal of the original front bumper bar to allow fitting of a bull bar is permitted. A bull bar or other frontal protection must be attached only to the original front bumper bar mounts in a manner approved by the bull bar manufacturer, save that bull bar accessory side protection ‘scrub bars’ may also be fitted.
- 6.2.5 Screens may be fitted to reduce radiator blockages from insects and/or grass seeds providing such screens do not significantly affect the original appearance of the vehicle.
- 6.2.6 Air filter elements may be replaced, but the air filter housing must remain standard.
- 6.2.7 Road wheels are free, but must be no larger in width or diameter than the standard dimensions as supplied or optional with the vehicle as originally purchased.
- 6.2.8 Tyres are free, save that studded tyres are not permitted.
- 6.2.9 Glass areas behind the “B” pillar may be sign-written
- 6.2.10 Brake linings are free.

6.2.11 Spark plugs are free.

6.2.12 Air conditioning may be rendered inoperative or components removed in part or full.

6.2.13 A long-range fuel tank may be fitted, either in addition to or replacing the standard fuel tank providing any such tank is proprietary article; ie, sourced through normal commercial channels. The one off manufacturing of special fuel tanks is prohibited. Fuel for up to the maximum distance required, as advised in Supplementary Regulations will be required to be carried on board. Australian Standard AS 2906 approved fuel containers may be carried in the luggage/passenger compartment, and in such cases shall be carried with their fillers upright, within a securely fitted metallic container, which effectively secures the fuel containers, prevents their chafing by means of padding, and acts as a fire wall. A sign must be placed near the filler to indicate their contents (petrol, diesel etc). A maximum of 60 litres of fuel may be carried in such containers.

Fuel tanks within the luggage/passenger area/s of the vehicle must be fitted with a fire wall between the tank and the occupants.

Fuel containers and fuel tanks and their respective fire walls shall not protrude above a horizontal plan at the height of the lowest point of the side windows of the vehicle the intention being to avoid any appearance of creating a separate occupant cockpit area. See also Section 1.9 Safety Partition.

6.2.14 Spare wheels may be carried inside the luggage/passenger compartment behind the protective safety barrier, and must be adequately secured to the satisfaction of the organisers. Spare wheel mounting brackets must not be manufactured in such a manner as to act as a chassis strengthening device. Spare wheels normally mounted under the vehicle may be re-located. Proprietary spare wheel carriers; ie, sourced through normal commercial channels may be fitted to the rear of the vehicle, always providing that any such proprietary article is approved by the Chief Scrutineer.

### 6.3. VEHICLE CLASSES

Classes are divided into two groups;

<b>Passenger vehicles</b>	All 4WD station wagon-type vehicles; and
<b>Light Commercial</b>	All 4WD utility-type vehicles, including double cab

<b>Class SP.1</b>	Passenger vehicles up to 2000cc
<b>Class SP.2</b>	Passenger vehicles 2001 to 3500cc
<b>Class SP.3</b>	Passenger vehicles over 3500cc
<b>Class SP.4</b>	Passenger diesel vehicles all capacities
<b>Class SP.5</b>	Light Commercial vehicles up to 3500cc
<b>Class SP.6</b>	Light Commercial vehicles over 3500cc
<b>Class SP.7</b>	Diesel Light Commercial vehicles – all capacities

**NOTE:** Production turbocharged vehicles, while allowed to compete, are subject to their normal engine capacity being increased by a factor of 1.7 for petrol engine vehicles and 1.5 for diesel engine

vehicles (eg, a 2.4 litre turbocharged petrol vehicle –  $2.4 \times 1.7 = 4.08$  litres) which would place it in the over 3500cc class.

Petrol-engined vehicles in all classes are limited to 6000cc, inclusive of the turbocharging factor of 1.7. Diesel engines which are supplied by the manufacturer with a turbocharger are limited to 7200cc, inclusive of the turbocharging factor of 1.5.

Classes may be combined in accordance with the provisions of the supplementary regulations.

Additional Modifications permitted.

Note: this section has primarily been adopted using extracts from A1.

Clause numbers refer to A1

### 3.5 Transmission:

- **Clutch:** is free, including the weight, with the exception of the number and the diameter.

### 3.6 Suspension:

- **Coil springs:** Dimensions are free, but must be able to be fitted to the original unmodified spring seats.
- **Leaf springs:** Dimensions are free, but must be able to be fitted to the original unmodified mounts.
- **Torsion bars:** The diameter is free.

### 3.7 Braking System:

- **Anti-locking devices:** May be disconnected.

### 3.8 Bodywork, Exterior:

- **Cabin roof vents:** Up to two flap vents may be added for the sole purpose of providing a supply of fresh air to the occupants, in the following conditions:
  - maximum height: 10cm (when opened)
  - displacement contained within the front third of the roof
  - hinges to the rear edge
  - maximum total width of flap/s: 500mm
- Windscreen protection devices, attached externally to the "A" pillars of the vehicle, and which do not interrupt the free vision of the driver, may be fitted with the sole purpose of protecting the windscreen from damage by deflecting branches away from the glass area. Mesh screens covering all or any part of the glass area of the windscreen are forbidden.

### 3.9 Bodywork, Interior:

- **Navigation aids,** measuring devices, map reading lights etc may be freely installed providing that their fitment is not likely to cause danger to the occupants.

**3.10 Reinforcements:** Strengthening of the suspended parts and body is allowed provided that the material used follows the original shape of the part and is in continuous contact with it. For the avoidance of doubt, the strengthening shall be such as to solely achieve the thickening of the original material. i.e. bracing or gusseting is prohibited.

It is permitted to fit front reinforcement bars, on condition that they are removable and are bolted onto the attachment points of the suspension to the body shell, or onto suspension spring mounts. Interior trim may be modified to fit these rods.

Such bars may also be fitted to the rear, on each side, at a maximum of two points. The distance between these two points must be less than 10cm. The distance between one of these points and the suspension attachment is to be at most 10 cm.

