

CAMS NSW Rally Panel Report to the State Executive – April 2018

Series updates

Naming Rights Partners

The Rally Panel is pleased to advise of several significant new naming rights partners secured by Rally NSW for our various rally series in 2018, as well as retaining most of our previous partners.

The **Motor Traders Association of NSW** has signed a 3-year agreement to partner the NSW Rally Championship.

The Clubman Rally Series has retained the partnership of **TechWorkz Automotive** in the ACT.

The new Open Rally Series will be partnered by **SpeedMaster**, which markets Stand21 apparel and safety equipment.

The Hyundai Rally Series will again be partnered by **Premier Panel Beating** at Greenacre.

And **V-Sport** will again partner the NSW Rallysprint Series.

The East Coast Classic Rally Series is also receiving significant support from three companies owned by regular competitors Clay Badenoch (**Baden Civil Contracting**), Tom Dermody (**Construction Plan**) and Tom Clark (**White Wolf Constructions**)

Total income in 2018 from our partners will exceed \$50,000, all of which will be used for targeted promotion of the various series with the aim of encouraging increased participation by competitors, event organisers, officials and spectators, as well as increasing the profile of CAMS rallying in the general community through social media and YouTube.

All income and expenditure associated with Rally NSW is held in the CAMS NSW Rally Panel levy accounts and is obviously fully auditable.

NSW Rallysprint Series

The first two RSS events have been held at Nabcac and Coffs Harbour respectively. It has become evident that both organising clubs (CNCSCC and CDSCC) are struggling and need some assistance from CAMS to remain active in the motor sport community. Members of the Rally Panel provided a lot of assistance to both clubs in the organisation and promotion of their events. The Chair has requested that CAMS NSW office provide assistance to these clubs wherever practicable to maintain their viability.

NSW Rally Championship and other Rally Series

Round 1 of the MTA NSW Rally Championship/East Coast Classic Rally Series will be held in conjunction with Round 1 of Clubman/Development/Open/Hyundai Rally Series at Oberon on

14 April, organised by NSSCC. Over 50 entries were received one week prior to close of entries, so a healthy field is expected to contest the event.

Frontal Head Restraints/Communication

The Rally Panel has been advised that the CAMS Board directed that the use of frontal head restraints be mandatory in multi-club rallies from 1 January 2019 and in closed rallies from 1 January 2020.

Notice of the rule change appeared in the Schedule D of the 2018 CAMS Manual; however there was no communication to the NSW Rally Panel on this significant change to the regulations. (Currently FHR are mandatory in State rallies and above).

The Rally Panel has been blindsided by this decision and left to communicate the rule changes to rally competitors as best it can. Many competitors had not noticed the rule changes in Schedule D because, understandably, most do not study the CAMS Manual on a regular basis.

Whilst the Panel supports this safety initiative, the tightening of these standards should have been foreshadowed to the Panel and a communications strategy developed BEFORE the rule changes appeared in the CAMS Manual.

The poor communication of important safety information to the State Panels from ARCom and the CAMS administration is not acceptable in a modern organisation. Additionally, such information should be provided DIRECTLY to competitors by email and through social media in a timely manner, in consultation with the State Panels.

In the meantime, the volunteers on the NSW Rally Panel have got on with the job of communicating this issue directly to our competitors, because somebody has to do it. In addition, the Panel is negotiating with suppliers on ways to lighten the financial and psychological impacts of the changes.

A copy of a letter from the Panel Chair emailed to all rally competitors on the Rally Panel database is attached. The letter was also posted on the Rally NSW Facebook site.

Further scrutinising of the CAMS Manual reveals that helmet and safety harness standards are also to be tightened to the same timetable as FHR, consistent with the need for tether anchors and crutch straps. The Rally Panel is working on its next communication with competitors to include these additional requirements.

This is a major issue in NSW because, as Executive members are aware, there is an alternative to CAMS rallying in NSW with less stringent safety standards than our own. Some CAMS competitors will bleed to AMSAG with this initiative and the Panel is determined to stem the flow as much as possible. But we need the support of the CAMS administration and ARCom to make the transition as simple and straight forward as possible for our fellow competitors.



BE PART OF IT!

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National Touring Code

Alterations to resolutions made by the State Council are recommended in the following documents due to the adoption by CAMS of the National Touring Code and NSR 19B.

John Sparkes
Chair – CAMS NSW Rally Panel
3 April 2018



Submission on changes to the NSW Touring Code (Prov) and the Standing Touring Bulletin, following the promulgation by CAMS of the NCR 19B (Navigation Assemblies) and the National Touring Code.

This submission comes to you with the endorsement of the NSW Rally Panel following a review this year by the earlier Touring sub-committee established by the State Council in 2014

Preamble. In October 2015 the State Council adopted the NSW Touring Code (Prov) and Standing Touring Bulletin. These were done as an interim measure while the Touring Code was being reviewed at a national level and approval to the document was being obtained for its inclusion in the CAMS Manual.

The National Touring Code has now been adopted and a new article inserted in the NCR as 19B defining a new event called a Navigation Assembly.

Like any new documents drafting is not always perfect and corrections are often needed along the way.

Also, as was the case in 2015, there is a need for Standing Touring Bulletins to reflect additional needs within NSW.

Standing Bulletins are not mandatory in their application, but are created to provide a default set of rules to enable an event to be conducted where a director may not have the experience to look outside the basic rules and include many rules that are otherwise repeated regularly in Supplementary Regulations.

Purpose of this Submission.

To review what alterations are necessary to resolutions made by this State Council that need alteration as a result of the adoption by CAMS of the National Touring Code (NTC) and NCR 19B.

While the majority of this submission is 'just doing the housework' there is one aspect that we are urging the State Council to consider applying as mandatory for all Navigation Assemblies in NSW.

Recommendations

Items 1 to 4 are basically "housekeeping".

- 1 The cancellation of NSW Touring Code (Prov.) adopted in October 2015. *Reason (The National Touring Code (NTC) adequately replaces this document)*
- 2 The cancellation of NSW Standing Touring Bulletin 1. *Reason (the format does not suit reference to the NTC)*
- 3 The adoption of NSW Standing Touring Bulletin 2 *Reason (This replicates the content of STB1 with appropriate formatting for reading with the NTC.)*
- 4 The adoption of NSW Standing Touring Bulletin 3 *Reason (There have been many changes from the earlier NSW document to the new NTC and these are needed to reflect additional significant changes. We have made no recommendation to make amend the minor changes.)*

Item 5 is a significant request.



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5 The adoption of NSW Standing Touring Bulletin articles 3.1 and 3.2 as mandatory for all events conducted under NCR 19B and the NTC within NSW and that the Supplementary Regulations for such events be submitted to the NSW Rally Panel for review before any permit is issued.

Reasons for the adoption of Item 5.

There are two articles # 1 and 2 in the Standing Bulletin 3 that we consider should be made as mandatory for all Navigation Assemblies to be conducted with NSW.

STB 3.1 relates to the intent and phrasing of NCR 19B

The footnote to NCR 19B (reproduced below) clearly expresses the intention that these are 'not to be timed road sections' however the phraseology of (iv) make timing reference to 'sections'. There is a need to enable there to be a practical completion of parts of an event for lunch etc and (iv) appears to be trying to allow this to be attained.

NCR 19B defines a Navigation Assembly as:

(i) A competition, in which participants use navigation to arrive at a point/s determined beforehand and which may include additional competition/s (other than any Speed Event, Race, Rally or Off Road event).

(ii) Conditions for a Navigation Assembly shall comply with the National Touring Code.

(iii) Each participant may be required to report at a prescribed point/s.

(iv) A late time limit shall be set for each section. No intermediate limit of time within a section may be set.

(v) No award of a prize valued at over \$500.00 may be allocated in respect of a Navigation Assembly.

(b) Each driver must hold a minimum of a CAMS Non Speed licence.

NOTE: timed road sections are not permitted in the competition; in such cases the event is either a Rally or Touring Road Event.

To ensure that Navigation Assemblies as defined in NCR 19B are conducted in NSW in a manner that has no opportunity to bring discredit upon motorsport it is considered that the following additional requirements be imposed as mandatory for these events within the state. This has been included as STB 3.1

STB 3.1 The late time limit permitted under para (iv) shall be expanded to a Division and that a days running time of 8 hours or less may be broken into no more than 2 Divisions. If the running time exceeds 8 hours then a third Division may be added.

Reasons:

a) the event could be designed to contain a considerable number of sections each permitted a Late Time which would translate easily to a Time Allowed converting it into a fully timed TRE (now redefined as a Road Rally in the 2018 National Rally Code) under another guise.

Further an anomaly has been created NTC 5.6 (copied below).

NTC 5.6 RE-JOINING AN EVENT

Unless precluded in the event regulations, any crew/vehicle which is temporarily unable to continue is permitted to re-join the event at a subsequent point, provided that:

(i) The crew advises a Control Official of their intention to re-join the event and





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(ii) The vehicle re-joins prior to the passage of the Sweep Vehicle

STB 3.2 Add the following as Art 5.6(iii). “the crews request to re-join the event has been approved by the Clerk of Course.”

Reason. If a vehicle were to be involved in an incident and damaged and temporarily delayed while they did some repairs, were to be permitted to re-join the event solely on the request of the crew it may well lead to an unsafe vehicle competing and possibly a danger to the public and to the reputation of the event and the sport. This can be overcome by the request necessitating the approval of the Clerk of the Course who can call on the Scrutineer, if they deem appropriate, to re-examine the vehicle.

NSW STANDING TOURING BULLETIN 2

Description: This Bulletin replaces the content from NSW Standing Touring Bulletin (STB) #1 that was deleted February 2018 upon the release of the National Touring Code (NTC). The article numbers from STB #1 have been replaced with the updated references. Bulletins that created new article numbers for the NTC have been modified in that regard so as to maintain the integrity of the NTC.

Bulletin #2 comprises 16 articles only due the merging of some articles from STB#1.

1 Replace NTC 3.1(a) with following:

The route to be followed is that derived from the Route Instructions, interpreted from the information given the Touring Code and Supplementary Regulations and other event Documentation.

No route shall be derived that will require vehicles to travel in an opposing direction to that already used in that Division unless specifically stated.

2 Additional article after NTC 3.2(g)

Direction information.

- i) A 'Z' Board will be placed on any part of the route where a change in the instructions is prescribed by the Director and shall specifically be placed where the prescribed route is impassable.
- ii) Direction information that will relate to each 'Z' Board shall be included as part of the Event Documentation. Any re-directional instruction to avoid an Out of Bounds or an obstruction shall be interpreted as requiring a route to be selected to the next specified point (Via or Control) unless the re-direction includes the instruction to 're-join the route at a certain point or other contrary direction'.

3 The following abbreviations are added to those in NTC 3.4;

TJ	"Tee Junction where the RJ is to be entered from the stem of the Tee.		
RW	railway line	RS	railway station
RA	roundabout	SMR	Shortest Mapped Route
GS	grid square	GL	grid line
FCOR	Free Choice of Road		

4 Add at the end of NTC 3.5(a)

Where parts or excerpts of maps are supplied by the organisers then the origin, original date of issue, legend and scale for the map shall also be given."

5 Add to end of NTC 3.5(b)



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Where a road shown on a map is intercepted by any name or map symbol then it shall be deemed to join up as a mapped road.

6 Add at the end of 3.5(f)

Adequate identification or clarification as required above, of a road, road junction or location shall be deemed to be given where the angles and/or bends and/or number of roads and/or orientation and/or topographical features are similar to a road, road junction or location on the ground.

7 Additional article after 3.5(f)**Free Choice Of Road.**

- i) Where the Clerk of Course considers that reasonable positive identification of the mapped roads may not be possible then that segment of route will be identified as 'Free Choice of Road'.
- ii) Any check of the route that is done on a 'Free Choice of Road' segment, by way of Passage Controls (manned or unmanned) or Questions shall be done on the obvious road with re-alignments ignored.
- iii) Access roads no longer than 500 metres long, that link sections of mapped roads that have been intercepted by unmapped roads are deemed to be 'Free Choice of Road'

8 Additional article after NTC 3.8**Banned Equipment**

Use of any device that uses Global Positioning technology to show a location on the surface of the earth or to give information that a location can be derived and/or contains electronically stored maps is banned.

The use of a mobile phone or radio transmitter, except in case of emergency, is also banned

9 NTC 2.21 is amended by deleting

"and with no single location so specified to be visited more than once"

and a new sentence being inserted in place of the above:

"A location identified as a Via may be re-visited but only after first visiting it as the Via."

and deleting NTC 3.6(b)**10 Additional article after NTC 3.6(e)****Identification of the Course between Vias**

Where it is required that crews derive a route between 'Vias' that comply with Intermediate Instructions, then these Intermediate Instructions may be completed in any order, while deriving the SMR between the Vias. However the Intermediate



Instructions should be visited in sequence when the words 'then' and/or 'followed by' between the instructions.

11 *Second Additional article after NTC 3.6(e)*

Unmapped Roads

Unmapped Roads shall be deemed as 'mapped' roads where two extremities of an Unmapped Road are identified or otherwise referred to in the Route Instructions. Where mapped roads only are to be used then Unmapped Roads may only be used if deemed as 'mapped' for that Division unless another segment of the event is specified.

12 *Insert before NTC 4.1 (This article was previously arts. 13-16 of STB#1)*

There may be two types of Controls, Major Controls and Passage Controls.

Major Controls will be identified by signs displaying a red 'M' on a white board. If the Major Control is unmanned then an alpha and/or numeric identifier will also be displayed on the control board. The location of Major Controls will be notified in the route instructions.

Passage Controls may be located anywhere along the correct or incorrect route. A manned Passage Control will be identified by a red 'P' on a white board. There may be of two different types of unmanned Passage Controls: a Visual Route Check or a Z Board

A Visual Route Check (VRC) is identified by a white board with a large red 'P' and additional alpha / numeric identifiers in either red or black colour or other form as may be identified in the Supplementary Regulations and displayed at the briefing at the start of the event.

A Direction Board (Z Board) is identified by a white board with a large black or red 'Z' with additional black or red alpha/numeric identifiers. Directional and/or re-directional instructions relating to that specific board will be given in the Route Instructions. Crews should travel very slowly and with caution if returning to the main road after encountering a Z Board as they may encounter approaching traffic.

13 *Replace NTC 4.3(c) with the following:*

To evidence reporting at unmanned controls the Crew should record on the Road Card, the alpha and/or numeric identifiers shown on the board displayed. Where the board is an 'M' or a 'Z' then **that letter (M or Z) shall also be recorded.** (i.e. M25 or Z2)



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14 *Add to end of 4.3(d)*

Any Crew seen by a Control Official in the normal course of their duties, on a route other than the correct route shall be noted to have entered that Control from the wrong direction.

15 **Additional article after NTC 6.2(c)**

Manned or Unmanned Controls may be placed on the correct or an incorrect route. Where a Crew records a control (Manned or Unmanned) on the Road Card on an incorrect route and fails to record Passage Control(s) on the correct route they will be penalised for whichever route incurs the greater penalty

End. Total 15 clauses of the Bulletin.





NSW STANDING TOURING BULLETIN 3

Description: *This Bulletin reflects additional modifications to the National Touring Code (NTC) and an amplification of the National Competition Rule (NCR)19B, Navigation Assembly, following their promulgation in January 2018.*

- 1 *To ensure that Navigation Assemblies as defined in NCR 19B are conducted in NSW in a manner that has no opportunity to bring discredit upon motorsport it is considered that the following amplification be imposed as mandatory for these events within the state.*

The late time limit permitted under para (iv) shall be expanded to a Division and that one days running time of 8 hours or less may be broken into no more than 2 Divisions. If the running time exceeds 8 hours then a third Division may be added.

- 2 *Add the following as NTC Art 5.6(iii).*

“the crews request to re-join the event has been approved by the Clerk of Course.”

- 3 *Amplify NTC Art 2.17 (a) (iv) after ‘underlined’
‘and bold’*

- 4 *Amplify NTC Art 2.19 by adding at the end.*

“which shall take the form of either Shortest Mapped Route Overall or Shortest Mapped Route Point to Point, as defined in Articles 2.20 and 2.21, or in a manner as otherwise defined.”

- 5 *Amplify NTC Art 2.26 by adding after “point on the route” the words “route chart”.*

- 6 *Amplify NTC Art 3.2(a) by adding the words “or Division” in two locations immediately after the words “Section”.*

- 7 *Amplify NTC Art 3.2(f)(v) by adding the following after the word “Section”.*

“or information that will allow the approximate distance to be deduced.”

- 8 *Amplify NTC Art 3.2(g) by adding at the end of the article:*

“It shall be deemed as sufficient compliance with this article that the alterations are displayed at and advice of the display is advised at a briefing prior to the commencement of the event.”

- 9 *Add the following additional abbreviations to NTC Art. 3.4*

OOB Out of Bounds EOS End of Section

- 10 *Amplify NTC Art.4.1 (b) (i) by deleting this article and replacing with*



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‘boards which identify the Control boundaries on all possible entry directions to a Control.’

11 *Amplify NTC Art. 4.2(b) by adding at the end*

“or by the removal of the Control identification boards.”

12 *Add after NTC Art. 4.4(e)*

“A crew which reports to a Major Control at the end of a Section subsequent to the Section in which they are competing, may elect to continue the original Section or may elect to commence the Section starting from that Control.”

13 *Amplify NTC Art 4.4(d) by adding at the end*

“with all the Crew members present at the Control.”

14 *Amplify NTC Art.7.1 by adding*

Unless otherwise stated it will be the 5kms length of signposted test section established by the NSW Roads and Maritime Services.

15 *Add after NTC 7.5*

CANCELLATION, ABANDONMENT, TERMINATION OF, OR ALTERATION TO AN EVENT

(a) The organisers reserve the right to abandon an event if, in their opinion, the number of entries is insufficient, or if conditions constitute *force majeure* (see NCR 59).

(b) In the event of an organisational mistake occurring (e.g. incorrectly located control), the section/s or part/s thereof affected should be deleted from the results by the Clerk of the Course.

(c) If the event is terminated when only part run, the organisers shall determine placings among those Crews who have not retired or been excluded to that point.





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Dear [name]

Frontal Head Restraints in Rallies

You will probably be aware that Frontal Head Restraints (FHR) are currently mandatory in all CAMS rallies of State level and above.

This email is to advise you that FHR will become mandatory in all Multi Club rallies from 1 January 2019, and in all Club level rallies from 1 January 2020.

This advice appeared in Schedule D of the CAMS Manual of Motor Sport at the start of this year. Schedule D sets out the requirements for apparel (which includes driving suits, helmets, safety harnesses, FHR, etc) – see here:

<http://docs.cams.com.au/Manual/GeneralRequirements/2018%20Edition/GQ05-Schedule%20D-2018-2.pdf>

“Multi Club level” includes rallies in the Clubman Rally Series, Development Rally Series, Open Rally Series, Hyundai Rally Series and East Coast Classic Rally Series.

The CAMS NSW Rally Panel fully supports these initiatives and appreciates that many competitors have already recognised the benefits of FHR.

For those competitors not yet using FHR, the Rally Panel recognises that the transition may be difficult for some and downright distasteful to others. To that end, we wish to make the transition as simple and cost effective as possible. We are working with local FHR suppliers to help lessen the financial impact and hope to be able to present a range of options to you in the near future.

The CAMS administration will also be releasing further details of the changes and the reasons for them, in the near future.

Please don't hesitate to contact the NSW Rally Panel at info@rallynsw.com.au or leave a message on the RallyNSW Facebook page if you would like to comment or discuss this ruling further with a member of the Panel.

In the meantime I would like to wish you a safe and enjoyable season of rallying in 2018.

Best regards
John Sparkes
Chair – CAMS NSW Rally Panel