

****DRAFT** - AMSAG GENERAL COMPETITION CONDITIONS**
Including - 2018 Pipe King Southern Cross Rally Series Sporting Regulations

Preface:

Since 1992 AMSAG has conducted numerous rally events for its members. The information contained within relates directly to the rallies that AMSAG conduct as part of the 2018 Pipe King Southern Cross Rally Series and also non-series events.

All 2018 Pipe King Southern Cross Rally Series events are conducted using the provisions listed in these General Competition Conditions. Event supplementary regulations may vary competition conditions with approval from AMSAG executive. If contradictions occur, event Supplementary Regulations are to take precedence.

1) PIPE KING SOUTHERN CROSS RALLY SERIES SPORTING REGULATIONS – 2018

1.1) The AMSAG executive intend for the series to be conducted on the following dates.

Round 1 - Johns River - 17th March 2018
Round 2 - Rosewood - 28th April 2018
Round 3 - Bega - 9th-10th June 2018
Round 4 - Bulahdelah - 28th July 2018
Round 5 - Orange - 1st September 2018
Round 6 - Oberon - 3rd November 2018

1.2) The AMSAG executive have appointed the following event directors

Round 1 - Johns River – Stuart Southam
Round 2 - Rosewood – Wade Ryan
Round 3 - Bega – Ian Slater
Round 4 - Bulahdelah – Paul Bramble
Round 5 - Orange – Peter Crich
Round 6 - Oberon – Dave Aitchison/Jamie Neale

1.3) Event director, location and date may be subject to change

1.4) Each event will produce specific regulations which supplement the 2018 Pipe King Southern Cross Rally Series Sporting Regulations.

1.5) Event supplementary regulations may vary competition conditions with approval from AMSAG executive. If contradictions occur, event Supplementary Regulations are to take precedence.

Categories and Classes

1.6) The series will be conducted in two main categories, namely Classic and Open.

1.7) Vehicles entered in the Classic Category must comply to AMSAG Classic regulations.

1.8) Any vehicle that does not comply to AMSAG Classic regulations, but meets safety requirements, will be classified in the Open Category.

1.9) Classic Category Classes: (please note that the previous 2017 ClassA have been amalgamated with ClassB)

Class B: 0 - 1800cc
Class C: 1801 - 2200cc
Class D: 2201 - 3000cc
Class E: 3001cc and over and Rotaries

1.10) Open Category Classes:

Open 2WD – Front Wheel Drive
Open 2WD – Rear Wheel Drive
Open 4WD

1.11) Ladies Championship:

Driver - Any vehicle driven by a female

Navigator – Any vehicle Co-Driven by a female

1.12) Junior Driver Championship:

Any vehicle driven by a person aged 29 or under as of 1st January 2018.

1.13) Masters Championship:

Any vehicle driven by a person aged 60 or over as of 1st January 2018.

Pointscores

1.14) With regards to the Pipe King Southern Cross Series, AMSAG Open and Classic Categories will be scored as follows:

1st	32pts	9th	15pts	17th	7pts
2nd	27pts	10th	14pts	18th	6pts
3rd	24pts	11th	13pts	19th	5pts
4th	22pts	12th	12pts	20th	4pts
5th	20pts	13th	11pts		
6th	18pts	14th	10pts		
7th	17pts	15th	9pts		
8th	16pts	16th	8pts		

1.15) Event Directors may claim the equivalent of 3rd place points within the series they are contesting.

1.16) AMSAG Ladies Championship, Junior Championship, Masters Championship and all classes will be scored as follows:

1st	12pts
2nd	10pts
3rd	8pts
4th	6pts
5th	4pts
6th	2pts

1.17) A competitor that starts an event will be awarded 1 point.

Rounds to Count towards Series Pointscore

1.18) In determining the overall series and class classification only the **best 5** event scores will be counted. This in effect, allows competitors to 'drop' a round of the series.

1.19) In determining the Lady Driver/Co-Driver and Junior/Masters overall classification only the **best 3** event scores will be counted.

Double Point Rounds for additional Championships

1.20) To provide for a series final, Round 6 – Oberon, will count for double points in both the Ladies, Masters and Junior Championships

GENERAL COMPETITION CONDITIONS

2) Competitors

- 2.1) A crew will consist of two people, with one member being the nominated driver and the other being the nominated co-driver
- 2.2) Crew members may change roles within the car.
- 2.3) Crews that change roles from those nominated pre-event may forfeit minor awards or series points within classes with specific guidelines (ie Lady Driver/Navigator or Junior/Masters)
- 2.4) Each crew member must be a member of AMSAG Inc
- 2.5) Both crew members must hold a current AASA Rally competition or CAMS Rally licence.
- 2.6) Competitors that drive the vehicle must have a civil drivers licence.
- 2.7) It is the responsibility of all competitors to ensure they attend the drivers briefing and have a proficient understanding of rally safety procedures.
- 2.8) Competitors must be able to produce civil and competition licences at the event.

3) Style of Rallies

- 3.1) All AMSAG rallies are to be conducted as a single event, with all entrants being of equal status, and paying the same entry fee.
- 3.2) Rallies may vary from short sprint events to longer multi day rallies.
- 3.3) Rallies may utilise both night and day stages.
- 3.4) Events are to be conducted within the Category and Class structure outlined under the AMSAG Vehicle Regulations.
- 3.5) Additional classes may be added via supplementary regulations with the approval of the AMSAG executive.
- 3.6) AMSAG conducts both route-charted and pace-noted rallying. Event supplementary regulations are to outline the specific style of event.
- 3.7) AMSAG Sothern Cross Rally Series events are to be route charted rallies without reconnaissance
- 3.8) AMSAG Southern Cross Rally Series events are to be set with the intention of testing driver skill, co-driver skill, vehicle speed and vehicle reliability.

4) Event Format

- 4.1) AMSAG rallies begin with a MAIN Control at the Start point and finish with a MAIN Control and the finish point.
- 4.2) Each stage is defined as a SECTION and can be either TRANSPORT (sometimes referred to as liaison) or COMPETITIVE
- 4.3) An event schedule outlines all controls
- 4.4) Event may use LEGS or DIVISIONS to further define the schedule
- 4.5) No time penalties are to be applied to Transport stages
- 4.6) Events are to be run using a minimum of a 1 minute time gap between competing vehicles on a competitive stage, with a minimum of 2 minute time gap intervals preferred.

5) Vehicle Eligibility

- 5.1) Vehicles must comply with AMSAG Eligibility & Safety Regulations as posted on www.amsag.com.au
- 5.2) Civil vehicle registration and third party insurance must be established.

6) Pre –Event Requirements

6.1) Scrutineering : All vehicles must be presented for scrutiny in the fortnight (14 days) preceding the event.

6.2) Rally Check In / Audit: Documentation verification is conducted at all AMSAG events. Competitors must be able to display for verification:

- i. civil licenses
- ii. competition licences
- iii. vehicle registration documents
- iv. a PASSED vehicle scrutineering form

6.3) Competitors unable to meet pre-event documentation and scrutiny requirements must be refused a start.

6.4) Competitors are to ensure that their vehicle is entered in the correct category and class. If a vehicle is found to have been entered in an incorrect class, organisers may apply a penalty as deemed appropriate. This penalty may extend outside of class classification, up to and including outright or series exclusion.

6.5) Drivers Briefing: A Competitors briefing must be conducted to communicate essential information to rally competitors. Both crew members and a member of the service crew are required to attend.

7) Control Boards and Procedure

7.1) An 'M' Board is used to signify the position of a Control. Competing vehicles must enter any control area defined by an 'M' board in a safe and controlled manner.

7.2) A 'T' Board is used to signify a TIMING point. Competing vehicles must slow immediately after passing this board.

8) Allowed Time

8.1) AMSAG rallies do not have Late Time Limits.

8.2) Event organisers are to keep the event running to schedule by maintaining the ALLOWED SECTION TIMES

8.3) Event organisers are to close stages for competition to allow SWEEP vehicles to enter the stage on schedule

8.4) Any competition vehicle that enters a competitive start control prior to the SWEEP vehicle being released will be allowed to continue without penalty.

8.5) Any competition vehicle that enters a competitive start control after the SWEEP vehicle has been released will not be allowed to continue into the stage and will be deemed to have missed the control.

9) Road Cards, Penalties and Scoring

9.1) Departure times from main controls shall be on the exact forward minute.

9.2) Finish arrival time at all controls shall be recorded to the current second.

9.3) Time penalties will be applied to Competitive stages at 1 second per second elapsed

9.4) Competitors will have their passage through controls and performance recorded on a road-card carried in the competing vehicle

9.5) It is the competitors responsibility to ensure that entries made on this road-card by control officials are correct, and correspond with the duplicate entry made on the control card.

9.6) It is the competitors responsibility to declare a stage time (in the competitors use box) for each competitive stage.

9.7) Provisional scores will be progressively posted at the scoring venue in the service park.

9.8) Any issues in scoring can be directed to the official scorer, preferably in writing. The organisers will only address obvious errors, or disputes brought to attention as soon as reasonably possible.

9.9) Penalties will be accrued according to:

- i) Elapsed time on a competitive stage between Start and Finish points (in minutes and seconds)
- ii) Missed controls (Failing to Start or Finish a competitive Stage) - 60 minutes
- iii) Loss of Road Card - 60 minutes
- iv) Jumping the Start of a Stage (First Offence) - 15 secs
- v) Jumping the Start of a Stage (Subsequent Offence) Subject to a time or exclusion penalty determined by the Director
- vi) Failure to leave Official Start (TC1) in balloted / seeded start order - subject to the discretion of the event director

9.10) Placings will be determined by least penalties incurred.

9.11) A competitor must complete 100% of the course to be classified as a finisher.

10) Compassionate and Nominated Time

10.1) Under no circumstance is an AMSAG competitor to be disadvantaged by acting in the best interests of the club, the sport or in a compassionate manner towards a fellow competitor.

10.2) Any requests by a competitor for a time allowance on compassionate grounds will be granted.

10.3) Any nominated (allocated) or derived (calculated) time allocated by organisers is to have the sole intention of neutralising any disadvantage or organisational error, and may be determined by any means plausible.

11) Starting/Running Order

11.1) The starting order for AMSAG events will be at the discretion of the organisers, and is based on a seed from fastest to slowest.

11.2) Organisers are encouraged to ballot the first five (5) starting order positions to be even-handed.

11.3) The Organisers may amend the competitor running order at anytime.

12) Event Management/ Safety

GENERAL:

12.1) AMSAG event directors are to ensure compliance with the AMSAG Event Safety and Management document and subsequent requirements as outlined. This document outlines general risk management and traffic control procedures including:

- a) closing of roads to the general public and stage security
- b) contingency (weather)
- c) environmental impact
- d) spectator safety
- e) resident safety
- f) control area procedures and setup
- g) emergency services
- h) re-opening of stages to general public

12.2) AMSAG events directors are to ensure compliance with any/all requirements outlined by Police, Forestry or Council authorities

12.3) AMSAG event directors are to ensure that competitors are aware and informed of their roles and responsibilities under AMSAG Safety and management plans. This notification can be achieved via Supplementary Regulation or Drivers Briefing.

12.4) AMSAG event directors are to ensure that all course and sweep vehicles are manned by suitably experienced and knowledgeable persons, and approved by the Event Checker.

12.5) AMSAG competitors are to ensure they have knowledge and understandings of AMSAG safety procedure.

STOPPAGE ON STAGE:

12.6) A stoppage on stage that does not require a medical or emergency response requires competitors to ensure that the scene is safe for oncoming rally traffic. This can be achieved by:

- a) the erection of 2x Safety Triangles at a distance, and in a position that warns oncoming rally traffic
- b) The use of UHF radio to inform organisers
- c) Displaying the OK sign to oncoming competitors

EMERGENCY RESPONSE:

12.7) If an incident on stage requires specialised medical attention, competitors must stop, render assistance and inform the organisers to initiate the emergency response.

- FIRST CAR ON THE SCENE:
- a) ensure the area is safe for oncoming rally traffic.
 - b) inform the organisers of the incident and details via UHF radio or mobile phone.
 - c) administer first aid to the extent of your ability.

- SECOND CAR ON THE SCENE:
- a) ensure the area is safe for oncoming rally traffic
 - b) IF the organisers have not been contacted continue through the stage until communication can be established

ALL OTHER VEHICLES: Remain at the scene, render first aid and keep the road clear.

RUNNING OF STAGES:

12.8) Stages are to be cancelled if no competitor completes the course.

12.9) If a competitor completes a stage, and other competitors are denied the opportunity to complete the stage then that stage must be NEUTRALISED.

12.10) Competitors may miss controls and continue with the approval of the organisers.

12.11) Competitors must not leave a competitive stage without notifying the organisers.

13) Road Books

Below sets out a minimum standard for roadbooks.

13.1) A roadbook is to include:

- a) An event schedule including allocated section times
- b) Stage Maps
- c) An incident form
- d) A withdrawal form
- e) The location of service areas
- f) The location of event headquarters
- g) Emergency contact numbers
- h) An OK or First Aid sign

13.2) Amsag specifies that roadbooks must:

- a) number all pages
- b) use white paper for all competitive stages (coloured paper may be used to contrast transport stages)
- c) contain a list of abbreviations and symbols used

14) Route Instructions

Below sets out a standard for route instructions.

14.1) Instructions are to be in both written and tulip form for both competitive and transport stages.

14.2) Both Cumulative and Intermediate distances are to be included in each instruction.

14.3) Reverse Cumulative distance is recommended

14.4) A page header containing section name, number, distance and time allowed is to be on every page.

14.5) Tulip diagrams must begin at a vertical vector, display a zero point and direction of travel. Tulip diagrams are representations. They are not intended to be accurate indicators to competing crews. Written instructions always take precedence over tulip diagrams.

14.6) Road books should only contain instructions that:

- a) define the course.
- b) notify competitors of a caution significantly out of character with the road.

14.7) Three levels of caution can be added to an instruction:

- a) single caution ! - caution is required at this point of the course.
- b) double caution !! – significant caution is required at this point of the course.
- c) triple caution !!! – it is crucial that caution be applied to this point of the course.

14.8) Individual instructions should be defined within a cell or box.

14.9) Calls that are under 200m apart should be grouped as a single instruction.

14.10) Written instructions should always be written in the order in which they appear on the road. I.e Crest then 20m RGR not RGR 20m after Crest.

14.11) The instruction 'Follow Main Road' (FMR) may be used to define the course where appropriate and eliminate the need for numerous 'Straight On' (SO) instructions

14.11) Standardised templates in Excel format are available from AMSAG.

15) Judicial

15.1) Any competitor may formally ask for an issue or conflict to be resolved, or a determination be made, into any aspect of an event. This request must be made in writing, or on an incident report to be considered.

15.2) Any issues or conflicts will be considered in the first instance by the Event Director.

15.3) In circumstances where the issue or conflict is a direct result of an action or decision made by the Event Director, the Amsag Representative on Duty (usually Event Checker) will make a consideration.

15.4) A protest may be made by in writing by the competitor, to the AMSAG Exec. and submitted within 24 hours of the last car finishing the event. Protests must be accompanied by a protest fee of \$50.00 (including GST)

15.5) Protests will be heard by an impartial protest committee appointed by the Amsag Executive. All decisions are final.

15.6) Any protest fee is to be refunded if the protest is a) upheld or b) deemed to have some validity.

16) Scrutineering

16.1) The AMSAG executive will appoint a chief scrutineer.

16.2) The AMSAG chief scrutineer will appoint, liaise with, and manage a network of regional scrutineers.

16.3) All AMSAG scrutineers must hold current motor trade qualifications and have access to workshop facilities that utilise a vehicle hoist. Rally experience is also essential.

16.4) A scrutineers role is to ensure compliance with AMSAG Safety and Eligibility Regulations as written.

16.5) Any issues, opinions or clarification regarding vehicle eligibility are to be directed to the chief scrutineer for determination.

16.6) If a scrutineer is satisfied as to the eligibility and condition of a vehicle, they will PASS the vehicle using the notation NAFF (No Apparent Faults Found) and sign the scrutineering form.

16.7) Scrutineers may use a vehicles logbook to note minor breaches of regulations that do not require immediate attention. Any log booked breach must be rectified for the vehicle to pass future scrutineering.

16.8) AMSAG Safety and Eligibility Regulations can be accessed at www.amsag.com.au

16.9) Pre- event scrutineering is not directly linked to Rally Vehicle Registration. Information regarding Rally Vehicle Registration via AMSAG can be accessed at www.amsag.com.au

SAFETY & ELIGIBILITY REGULATIONS Updated April 2017

VEHICLE ELIGIBILITY

General Requirements for Rally Cars

- a) *All vehicles being entered for an AMSAG sanctioned or organised rally must comply with the General Requirements for Rally cars.*
- b) *All vehicles must be presented with a valid registration certificate which legally allows the vehicle to be driven on the roads in the state in which the event is being conducted for the duration of the event. The onus is upon the Entrant to demonstrate that the registration certificate arrangements for the entered vehicle do comply with this requirement.*
- c) *It is recommended that the Entrant undertakes to obtain engineering certification for any modifications as required by the authority providing the registration for the vehicle.*
- d) *The engine and chassis numbers must agree with that shown on the certificate of registration.*
- e) *All Vehicles must be presented in a neat and well finished standard.*
- f) *A flame and liquid proof bulkhead (which may be of transparent material) must be fitted to effectively separate the crew member's compartment (cockpit) from the fuel tank or cell, surge tank(s), the fuel filter(s) and fuel pump(s).*
- g) *If the fuel filler is internal to the body work it must be constructed with a suitable catch tray so that any fuel spilled must drain outside the vehicle.*
- h) *If a fuel tank vent is fitted it must be vented external to the body work.*
- i) *Fuel pipes may pass through the cockpit but they may not have any connections in the cockpit except for professionally made, commercially available bulkhead fittings which have been installed in accordance with the manufacturer's instructions.*
- j) *Additional fuel containers which are not part of the piped fuel system must not be carried at all during any competitive stage and if carried during a transport stage must not be carried in the passenger compartment and must be securely fastened in an upright position.*
- k) *Mud Flaps of stout material must be fitted behind the driving wheels and in the case of front wheel drive behind all four wheels.*
- l) *Rear hinged bonnets must be fitted with at least two (2) independent latching devices.*

Safety Equipment -Vehicles: *All vehicles must comply with these regulations*

Harnesses

- a) *All vehicles to be fitted with a minimum 4 point harness complying with at least the requirements of AS 2596 / AS E 35 standard.*
- b) *Harnesses must be securely mounted on at least 4 points. The shoulder straps mounted behind the driver must be above the line drawn downward from the shoulder at an angle of 25 degrees to the horizontal. The mounting of the points must be reinforced with a plate of at least 75mm x 50 mm x 3mm on the underside of the body. The corners of these plates shall have a minimum radius of 5mm and all edges adjacent to the sheet metal shall be chamfered (rounded). Rear mounting points must be to a substantial part of the body as reinforced appropriately, or to the roll cage. It is allowable to use original mounting points.*

Roll Cages

- a) *All vehicles must have installed a full roll cage being consistent with the standard of roll cages produced and installed commercially for motor sport at the time it was constructed.*
- b) *Cars being presented for their first log book must have a minimum of a steel 6 point roll cage. Constructed from CDS, CDW, 4130 Chrome Moly or T45 Reynolds tube with a minimum 44mm x 2.0mm for the main hoop and a minimum of 38mm x 2.0mm for all other bars and stand on 6 pads of 3mm thick steel plate of 120sqcm minimum area.*
- c) *Must have at least 2 rear braces for the main hoop.*
- d) *Must have at least 1 diagonal brace in the main hoop or rear legs.*
- e) *Must have side intrusion bars*
- f) *Must have at least 1 diagonal brace in the cage roof (vehicles log-booked after 1st Jan 2018)*
- g) *Aluminum roll cages will not be acceptable from January 1, 2012.*

Portable Fire Extinguishers

- a) *The selection & location of such extinguishes is to comply with the relevant provisions of Australian Standard (AS) 2444, with the maintenance of same to comply with the relevant provisions of AS 1851.*
- b) *The type of extinguisher is to be Dry Chemical Powder (DCP) with AB:E Classification & the minimum capacity of the extinguisher(s) will be 2kg, either by way of 2 x 1kg extinguishers or 1 x 2kg extinguisher.*
- c) *The extinguishers will be securely mounted, however readily accessible to both crew members.*
- d) *They must be fitted with a maintenance tag, (as per AS 1851), and have been visually inspected within a period of no longer than 6 months prior to the date of the upcoming event. Such maintenance inspection / testing must be carried out by a competent person in accordance with AS 1851. The maintenance tag will be stamped with a number - being 1, 2 or 4 - corresponding to the month and year the extinguisher was last inspected / tested.*
- e) *Due to the 'aggressive environment' (within a rally car), the extinguisher must be replaced (or pressure tested / inspected as per the 5 yearly period maintenance listed in AS 1851), 3 years after instalment or 5 years after manufacture, (whichever period is the least amount of time).*
- f) *The 3 year period will commence from when the extinguisher is first installed within the vehicle, with that date (of installation) being recorded in the log book.*

First Aid Kit

- a) *To be installed in a visible and accessible position in the cockpit and containing the following:*
 - 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 a non adhesive surface
 - 1 x thermo accident blanket
 - 1 x aluminium foil dressing
 - 2 x medium combination pads
 - 6 x adhesive plaster strips
 - 1 x triangular bandage
 - 2 x sterile eye pads

UHF Radio

- a) *The radio may be a hand held unit of 5 watts.*

Towing Points

- a) *Towing Points are to be fitted to vehicle at convenient locations front and rear.*

Windscreen

- a) *Fitment of a laminated front windscreen is compulsory.*

Warning Triangles

- a) *Two reflective or fluorescent triangles of sides at least 350mm in length*

Safety Equipment -Personal:

Apparel

- a) *All crews are required to wear apparel covering them from neck to ankle to wrist, including socks, shoes and shirt. It is recommended that crews not wear any apparel of flammable material i.e. nylon or similar synthetics during an event.*

Helmets

- a) *It is compulsory an all competitive stages for each crew member to wear helmets.*
- b) *Helmets must be in a good state of repair and meet at least one of the standards listed below:*
 - AS 1698
 - Snell 1980, 1985, 1990
 - SIS 88.24.11 (2)
 - DS 2124.1
 - FS 3653
 - ONS/OMK
 - BSI BS 2495-1977
 - BS 6658-85 Type A
 - NF S 72 305
 - E 22

APPENDIX A - DEFINITIONS

ALLOCATED TIME A time allocated by organisers to neutralise an advantage (or disadvantage) This time may or may not be possible for a competitor to achieve as it is not based on performance.

ALLOWED TIME The time allowed for a section by the Event Director.

BLIND RALLY A 'secret' course that requires competitors to follow a route-chart. Blind rallies effectively prohibit the use of pacenotes.

COMPETITIVE SECTION A section of the rally where crews travel the route and are subject to time penalties.

CONTROL An area defined to record the passage of vehicles along the prescribed course.

MAIN control: A start or finish of an event, leg or division

START control: A control at the start of a competitive section

FINISH control: A control at the finish of a competitive section

PASSAGE control: A control located on a transport section. Usually a SERVICE control.

CONTROL CARD The document used by officials to record the passage of vehicles through a Control.

CREW The people competing in the vehicle

DERIVED TIME A calculated time based on competitor performance used by organisers to neutralise an advantage (or disadvantage)

DIVISION A group of consecutive sections.

DRIVERS BRIEFING A meeting for competitors prior to the start of a rally.

FINISHER A crew that meets the completion requirements of the event, and as such is eligible for awards.

GRADING A ranking that a competitor may be given by the AMSAG executive to determine event or class eligibility

JUNIOR A competitor under the age of 30 years old as of 1st January in the given competition year.

LEG A group of divisions. Usually used in multi-day events.

NEUTRALISATION: A stage may need to be neutralised if a competitor is denied an opportunity to complete the stage under fair circumstance. Neutralisation aims to remove any advantage or disadvantage by affording either an allocated or derived penalty time.

PACE-NOTED EVENT A rally where a reconnaissance of the course is permitted and competitors compile 'pace' or 'safety' notes

PACENOTES Are any notations competitors use to define the course other than that are given to them by the organisers.

PENALTY A time allocation – as used for either scoring purposes or for an infringement of rules.

QUIET ZONE An area of the course where noise must be minimised

RALLY VEHICLE REGISTRATION Conditional registration for rally vehicles

ROAD CARD The document used by both competitors and officials to record details of the vehicle's control passage and performance.

ROOKIE A novice competitor that has competed in 5 or less competitive rallies, or as defined by the AMSAG executive

ROUTE INSTRUCTIONS (Road book) The document defining the course by use of distances, diagrams, and other representations

SCRUTINEER A qualified and approved person that inspects a vehicle for compliance.

SECTION A stage of the route as defined by organisers.

SEED A ranking of drivers based on accomplishment and speed

SOUTHERN CROSS RALLY SERIES The competitive series that forms the majority of AMSAG events, with points accrued counting for Series awards

STAND-ALONE EVENTS Events that do not form part of the Southern Cross Rally Series and do not accrue points towards Series Awards

SWEEP VEHICLES Official course cars that travel at the rear of competition as per Safety and Management protocols

TRANSPORT SECTION A liaison section of the route

UVP Unregistered Vehicle Permit

ZERO CARS Official course cars that travel before the competition as per the Safety and Management protocols