



# Information for AMSAG Navigators



**December 2010**

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## AMSAG – Going Forward

Since 1992, AMSAG has simply been an association that conducted events for its own members.

From 2011, AMSAG will provide permits for other clubs and organisations to conduct rallies – (as well as ralliesprints, khanacrosses and motorkhanas).

The information contained within this manual relates directly to the rallies that AMSAG conduct as part of the Southern Cross Rally Series and Rookie Series. Going forward, events that are sanctioned by AMSAG (conducted under AMSAG permits but not directly organised by AMSAG) may have structures, rules or penalties that differ to what is recorded here.

## Rallying the AMSAG Way

AMSAG aims to ensure that all AMSAG rallies are fun, value for money, and well organised.

The aim of this manual is to provide information about the standards and procedures that the navigator will experience at AMSAG rallies.

Experienced rally competitors that are new to AMSAG will find some differences with the approach and management of AMSAG rallies.

Importantly, this does not mean that there is any disregard for the safety of competitors, officials, spectators or the public, or a lax approach to stage security. On the contrary, and surprisingly for some, there are numerous aspects where AMSAG rallies lead, particularly in the areas of safety and communication.

AMSAG specifically caters for the huge market of amateur rally competitors that just want to enjoy their sport without the “big stick” approach taken by other organisations to make people conform. AMSAG rallies are about enjoying rallying in a safe, sociable and cooperative environment without onerous vehicle regulations and the associated penalties.

The absence of Late Time Penalties or the need to book into start controls provide a relaxed environment without compromising safety or the thrill of competition once on the special stage.

AMSAG events provide exceptional value for money for competitors, and the catering provided to all officials mean that AMSAG rallies continue to enjoy large competitive fields that have many enthusiastic officials.

The relaxed vehicle regulations provide competitors the opportunity to engineer their cars in challenging and unique ways. The regulations also produce a huge variety of cars with different engine combinations. As a result, spectating at AMSAG rallies is always a fast and thrilling experience.

## Style of Rallies

AMSAG rallies are all “blind”, route charted events and have a focus on providing great stages, accurate results and a very social and relaxed atmosphere.

The rallies vary from short sprint events to longer 2 day rallies.

## Control Boards & Timing System

Since the first AMSAG rally in 1992, AMSAG has used the simple system of “M” and “T” boards to mark control locations. “M” stands for “Main Control” and “T” stands for “Timing Point”.

At the time of writing, all AMSAG rallies to date have employed an “A to B” timing system, where each competitive and transport section are allocated a separate “Time Allowed” and have a main control at the start and finish of each section.

An “A to A” timing system provides one “Time Allowed” for the competitive stage and the following transport. This system provides for improved management of the competitive field and means that there are fewer delays at the start of stages. It also provides better on time running of the event. Spectators get to see the competitors at the scheduled time – and usually with the scheduled 2 minute gaps rather than a haphazard appearance schedule.

Neither timing system is dependent on late time or road penalties. The penalties are added by the organiser or sanctioning body as they require.

Timing for competitive stages is recorded to the elapsed time, to the nearest second.

## Late Time Limits

Traditionally, AMSAG rallies do not have Late Time Limits. This means that competitors are not penalised for either early or late arrival at a control.

Late time limits are used to increase competition (by preventing competitors from using unlimited time to repair their cars), keeping the field compact (as close to the 2 minute intervals that they started with, as possible), and preventing competitors from moving up or down through the field to give themselves a road position that suits their purposes.

So how do AMSAG events work without Late Time Limits and Penalties?

In the relaxed environment of an AMSAG rally, competitors are not penalised for taking excessive service time. To provide the elements of fun and value for money, AMSAG want their competitors to have the opportunity to repair their car and return to the competition and enjoying their sport, rather than be regarded as a DNF (Did Not Finish).

Most organisers keep the event running to schedule by allowing a generous amount of time for each section and service.

As a navigator, you should calculate the time that you are expected at the next control and if possible, arrive at, or just before, that time. The AMSAG Competitors Road Card has provision for you to calculate your Due Time.

However, should you be running late, there is no need to rush madly or exceed the speed limits on a transport to avoid penalty. You are permitted to start the next stage - right up until the time that the Sweep closes the stage for competition. If you happen to be too late to start, just move on to the next stage. Time Penalties do apply, but at least you get to enjoy as much of the event as possible.

## “Seeded” Start Positions

A competitive field is “seeded” to achieve the fastest drivers at the front and the slowest at the back of the field.

A competitor’s “seeding number” is determined by the results of many previous rallies.

A “Seeded” Start List for each rally is created to prevent cars catching the car in front on a stage, which can be quite dangerous when the roads are dusty.

Therefore, for safety reasons, competitors are strongly discouraged from attempting to compete further up the field from their seeded starting position.

## Navigators Gear

For navigation: Calculator, Pens, Highlighter(s), small notepad for writing a to do list for the service crew, maps of the area for navigating out of the forest (or the service crew into the forest), if the inevitable occurs, alcoholic wipes for glasses, motion sickness tablets.

In case you get stuck in the forest for hours: Torch, Spare Batteries, Water, Muesli or Energy bars, Warm clothing (Weatherproof Jacket, beanie).

## Your Position in the Team

Even though they usually own the car and are funding most or all of the event costs, the better drivers will appreciate that the Navigator becomes the Team Manager once at the event.

This allows the navigator to get the driver into or out of the car when you require it and have the service crew work within the time allowed for service. You control the pace at all times. The driver just has to focus on following your directions and driving.

The navigator maintains the schedule for the team, and to a large extent, directs the function of the service crew. The navigator controls the paperwork, and is conversant with the rules of the sport – and the rules of the event.

## Crew Health & Focus

To perform at your best, both you and your driver need to be in the best of health. You should consult medical professionals - dietician, doctor, optometrist or nutritionist for accurate advice, but here are a few things that you may wish to consider for those consultations.

Low blood sugar affects eyesight and concentration. The performance of many competitor's has been noticeably improved by keeping blood sugar levels to the correct level over the course of a rally. Eating a Vita Weat biscuit between stages has been proven to make a significant difference to attention levels and stamina. You (and the driver) will be quite surprised at the difference it makes!

As we age, our eyesight deteriorates and we need more light to see as we did when were young. Have your eyes tested and for night stages, get the strongest and brightest lights available.

Ensure that you and your support crew get plenty of sleep in the week before the event. Staying up late every night to work on the car is not a good recipe for success. Get plenty of sleep and be sharp for the rally.

## **Before the Event Starts**

Good Navigators always check their Route Instructions before the start of the rally.

In all cases, navigators should check that their book contains every page. Imagine finding a missing page in the middle of a stage!

Look for close calls and use a pen or highlighter to bring important information to you attention more easily.

Review the service schedule and calculate the amount of fuel required at the start of the event and at each service. Most drivers will have a simple formula. An example might be, 3km per litre on stages, 6km per litre on transports. Advise the service crew of your requirements. Leave a schedule on a board at the service point including due arrival times, expected fuel requirements, dietary requirements, etc.

## Setting up your Rally Computer

The road book is set using a rally computer which measures distances to 0.01km. TerraTrip is a brand that is commonly used.

The organisers will provide a clearly marked Odometer Check – usually over a distance of 3km to 5km - and provide a calibrated distance between the markers.

Each unit will have a Calibration Number, which is the number of “pulses” sent from the sensor for each exact kilometre.

There are two methods that can be used to calibrate your unit to give the same reading as the organisers over the Odometer Check.

The first is to change your Calibration Number to the value given by the organisers. For example, if the Odometer Check distance is given as 5.01km, make your Calibration Number “501”. Drive the Odometer Check and record the distance at the finish. If the finish is 21.64km, enter your new Calibration Number as “2164”. If you drive over the Odometer Check again, you will have a distance reading of 5.01km – as the organiser intended.

The second method is to use simple percentage error calculation. Some navigators prefer this method as it trains them to think this way if minor adjustments are required throughout the rally. Changes may become necessary in changing conditions (wet weather causing brake lock up) or different tyre sizes being used. If you remember the simple rule:

If you want go UP in distance, go DOWN in Calibration. (And Visa Versa).

Using the Calibration Number previously set on the unit, drive over the Odometer Check and note the distance recorded. The percentage difference between the distance you recorded and the distance you wanted (5.01km in this case) is the percentage to change the Calibration Number. The formula is:

$$\frac{\text{Distance Recorded}}{\text{Distance Required}} \times \text{Old Calibration Number} = \text{New Calibration Number}$$

If the Distance Recorded is MORE than Required, the distance fraction will be greater than 1 and you will want to go DOWN in distance and therefore UP in Calibration – and the fraction being greater than 1 will increase the Calibration Number.

Similarly, if the Distance Recorded is LESS than Required, the distance fraction will be less than 1 and you will want to go UP in distance and therefore DOWN in Calibration – and the fraction being less than 1 will decrease the Calibration Number.

So, if during competition the reading is out 0- either up or down, calculate the percentage error and adjust the Calibration Number accordingly – or just use the formula again.

One tip. Always pack a small calculator in your gear.

## Control Procedure

At a Start Control – the start of a stage – navigators do not need to leave the car.

- Have your driver park adjacent to the control official at the “M” board.
- Your arrival time is not recorded.
- The control official will allocate a start time (recording it on the Control Card and your Road Card).
- The official will sign your Road Card, and you sign the Control Card. You are agreeing that the times recorded on both cards are the same. See Appendix 11, 12 and 13 for examples of the cards.
- When it is your turn to start, move up to start line – watch the LED Start Clock – count your driver down to zero – and proceed into the stage.

At the finish control, arrive safely.

- Instruct your driver to slow down as soon as you have passed the timing point – the “T” boards. Avoid arriving at speed, with your lights blazing and carrying a big cloud of dust right into the control.
- Stop at the control officials (indicated by the “M” board).
- Hand the official your Road Card
- The official will record the time that you completed the stage on the Control Card and your Road Card. The official is a “Judge of Fact”. Should you disagree with the time recorded, do not argue with the official – complete an Incident Report (in each book of Route Instructions) and lodge it with the Director to adjudicate upon.
- The official will sign your Road Card, and you sign the Control Card. You are agreeing that the times recorded on both cards are the same.
- When you are ready, start the transport section.
- When convenient, calculate your due time of arrival at the next stage using the spaces provided on your Road Card.

## Scoring

You will be asked to hand in your Road Card to the scorer at certain points throughout the rally.

These points will be pre-planned and clearly indicated in the Route Instructions.

## “Skipping” Stages

Should circumstances, such as mechanical issues, prevent you from starting a stage before it has been closed by the Sweep Car, you may proceed to the next stage and resume the rally.

Competitors who skip a stage will be given a time of “fastest plus 120 minutes” for that stage.

From January 1, 2011, organisers have been asked to include “Alternative Routes” in the back of the Route Instruction book to assist you to find the start of the next stage. Be aware that due to the layout of some events, it may not be possible to get to the next stage, and you may be forced to skip more than one stage. The organisers will provide notes to this effect.

## Stopping on a Stage

Competing cars might stop on a stage for reasons such as mechanical failure, to change a flat tyre, or if involved in an accident.

If you stop on a stage, for any reason, for a length of time that means that you are likely to be passed by the following car, you must:

### Erect Safety Triangles

You must place the first triangle at least 150 metres to 200 metres behind your car and the second triangle at least 50 metres behind your car to warn approaching cars that you are stopped in the stage. On the style of road may mean that approaching cars will arrive at your location at a higher speed, place the first triangle at the further (200 metres) distance.

When erecting Safety Triangle in the dark, be careful to pace out the distance to ensure that you have placed the triangle at the recommended distances from your car.

Place triangles in a position that can be seen well in advance by approaching competitors as well in a position where it is unlikely that the triangle will be knocked over by cars or flying stones.

### Erect the “+ / OK Board”

The back cover of your Route Instructions has a “+” printed (in red) on one side and an “OK” printed in black on the other. If stopped on a stage, remove this board from your Route Instructions and display the appropriate side to following competitors.

The “+” indicates that you require urgent medical attention and following competitors will stop to render you assistance.

The “OK” indicates that both crew members are OK and following competitors should proceed.

## Arriving at Safety Triangles

When you see Safety Triangles – SLOW DOWN – and proceed with Caution.

## Stopping on a Stage - Continued

### Arriving at a Stopped Car

If you arrive at a stopped car in stage, you **MUST** take the following action:

- If the "OK" board is displayed – Continue through the stage
- If the "+" board is displayed – STOP - and render all assistance. Advise Rally Control (if not already advised). Stop following competitors to assist you as you determine.
- If NEITHER board is displayed - STOP - and render all assistance.
- If no Safety Triangles have been erected and the crew is unable to erect them themselves, erect the triangles to warn following competitors.

### Penalties for Non Compliance

Because of the potentially serious ramifications to AMSAG and our sport, any competitor who fails to comply with the safety directions stated above may be referred to the AMSAG executive for possible disciplinary action.

### Stage Cancellation & Derived Times

When no competitors are able to contest a stage, the stage is Cancelled and no results for that stage are recorded.

However, once competition has started, a Competitive Stage may be stopped by the Director for a variety of reasons. Incidents that may cause this to happen may include (but not limited to):

- an accident where medical attention by the FIV is required
- a competing car that is blocking the stage
- cattle, wildlife, spectators or a member of the public being reported to be on the stage.

When less than 50% of competitors are able to complete the stage without interference, the stage is Cancelled.

When more than 50% of competitors are able to complete the stage without interference, those competitors that have been unable to complete the stage are given a derived time for the stage. The derived time is based on the average performance on the other stages of the event. The AMSAG scoring system has the ability to calculate derived times.

No crew who can be considered responsible for the interruption to the stage will be treated in the same manner. This crew(s) may be given an additional time penalty – at the discretion of the Director.

## Compassionate Time

The Director will review the time lost by a competitor who has stopped to assist another competitor following an accident.

Following the review, the Director may award a derived time so that the competitor has not been disadvantaged in the competition.

The awarding of derived stage times may be made for more than one stage.

Competitors must lodge a detailed Incident Report with the Director to be considered for Compassionate Time.

## Withdrawing from the Rally

Should you elect to withdraw from the rally, you must complete the Withdrawal Form (in the front of your Route Instructions book) and promptly hand it to any official of the rally. That official will advise Rally Control of your withdrawal.

Please appreciate that this system exists for your safety. Once you fall out of position as a competitor the rally organisers will start to look for you. This may include searches throughout stages. Please be considerate of others and advise when you choose to withdraw.

Once withdrawn, should you decide that you can return to competition, you must ask permission from Rally Control. In some circumstances, the vehicle may require inspection by the Chief Scrutineer before returning to competition.

## Incident Reports

Whenever you are involved in any incident, please complete an Incident Report.

Such incidents may include:

- A query with a start, finish or stage time
- Damage to property (eg. gate, fence, signpost)
- Accident involving you, your service crew and/or another competitor
- Injury to any person
- Negative interaction with any person including a spectator or member of the public
- A dispute with person involved with the rally – competitor, official, spectator.

## Scrutineering

AMSAG use a system of Regional Scrutineering for our events.

The list of approved Regional Scrutineers is on the AMSAG website at [www.amsag.com.au](http://www.amsag.com.au) and is reviewed and updated regularly.

## Documentation Verification

Most of the functions of Documentation Verification will be completed during Scrutineering in the week before the event. The Scrutineer will check the validity of the following documents on behalf of the Event Secretary and complete a checklist.

- AMSAG Membership(s)
- Civil Licence(s)
- Vehicle Registration or Unregistered Vehicle Permit
- CTP Extension (if required)
- AMSAG Log Book

The Scrutineer will forward (by email or fax) the completed Scrutineering Form and Documentation Checklist to the Event Secretary. This saves time for you, the competitor, and the Event Secretary at the event.

At the event, there may be some competitors who have not had all documents checked off and all competitors will need to report to the Event Secretary to collect their Route Instructions, etc. In addition to verifying any documents not previously checked by the Scrutineer, the Secretary will also ensure that the Entry Forms have been completed in all detail, including all signatures, before the Secretary can issue the following documents to competitors:

- Route Instructions,
- competition numbers,
- event signage,
- Service Instructions,
- Spectator Instructions
- Further Regulations,
- Amendments to the Route Instructions (if any),
- Advice to Competitors.

Competitors must sign that they have accepted documentation – a separate sign off sheet will be used for each document.

Documents that need to be signed for are:

- Route Instructions
- Service Instructions
- Further Regulations
- Amendments to the Route Instructions
- Advice to Competitors

## **Competition Numbers**

Two sets of black numbers will be provided for the doors, and one corresponding set of yellow numbers for the top left of the front windscreen of competing cars.

AMSAG provides white door patches to competitors at no charge. These are available at Documentation Verification.

## **Competitors Briefing**

A Competitors Briefing is a great opportunity for the organisers to introduce the event sponsors and organisers to the competitors.

It is also an opportunity to describe event conditions in general terms.

It should never be used to issue verbal changes to the route of the event as there is no record that every competitor has received the changes or understood them correctly. All such changes should always be issued in writing.

## Your Road Card

For consistency across all AMSAG events, the format of AMSAG Road Cards has been standardised.

As there are no penalties for early or late arrival at the end of transport sections, the times for starting and finishing transport sections are not recorded on the Road Card (or on Control Cards). The Road Card is only used for recording the start and finish times for each stage.

The only variation will be the number of stages recorded on the one card – based on when competitors will hand in the card for scoring.

From January 1, 2011, all AMSAG Road Cards have provision for a “Position on Road” (POR) number to be included to enable positive competitor tracking. The Road Card also has provision for competitors to calculate and record their stage time.

In order to calculate your “Due Time” at the start of the next stage, you must add the Time Allowed” which is pre-printed on the card for each stage to the time that you finished this stage.

An example Road Card can be seen in Appendix 11.

## Control Cards

For consistency across all AMSAG events, the format of AMSAG Control Cards has been standardised.

From January 1, 2011, all AMSAG Control Cards have provision for a “Position on Road” (POR) positive competitor tracking system included.

The Start Control Cards have pre-printed POR numbers, and the Finish Control Cards have space for the competitors POR to be recorded.

Examples of both types of Control Cards can be seen in Appendix 12 and 13.

## Route Instructions

### Instruction Numbering

Instructions for a stage or transport section are numbered sequentially, and these numbers are printed in the bottom left hand corner of each tulip box in Arial (regular) 9pt.

### Cautions

The documented convention for describing Cautions is:

- Wherever the word "caution" is used in an instruction, its degree must be indicated by the use of exclamation marks.
- One exclamation mark (!) indicates a hazard where no significant reduction in speed is required but where difficulty might be encountered if crews were unaware of the hazard. The written instruction MUST NOT include the word, "CAUTION".
- Two exclamation marks (!! ) indicate a situation where damage to a vehicle or crew could result from negotiating the hazard at speed. The written instruction MUST include the word, "CAUTION". (Some navigators will describe this instruction to their drivers as a "DOUBLE CAUTION").
- Three exclamation marks (!!!) indicates a severe hazard which cannot be negotiated without a significant reduction in speed. The written instruction MUST include the words, "EXTREME CAUTION".
- Whenever CAUTION or EXTREME CAUTION are used in the instructions the hazard will be marked on the course by caution boards displaying the !! or !!!, as reflected in the instructions.

Should any variant of this system be introduced, the organisers will provide a clear description of that variant, in writing, to all competitors.

## Re-Zeroing Points

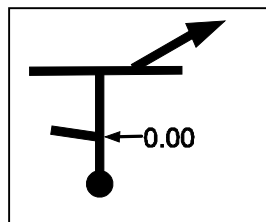
If a navigator re-zeros the tripmeter at the wrong location, the next hazard may be arrived at sooner than expected.

Intersections and wooden bridges are good reference points for navigation, as they give a well defined position for the navigator to re-zero. At these points we could expect that all navigators will re-zero at the position chosen by the Director.

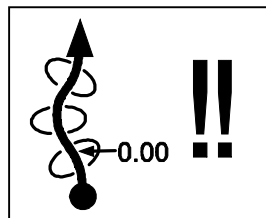
However, in some circumstances there is some confusion about the correct position to re-zero – particularly on long crests, such as in instruction, “Crest then 50M RGL”. The best navigators always zero when the tripmeter records the intermediate distance as written in the route instructions.

An area of confusion – particularly for some novice competitors – is where to re-zero in an instruction that has multiple hazards. To confirm, the re-zero point is always on the first hazard that is encountered in the instruction.

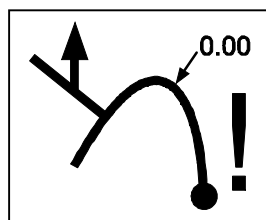
In the examples below, we have shown the re-zero point on the tulips.



**SO then 40M TR at T  
then 20M BL**



**Hump then 40M Hump  
then 60M CAUTION  
Hump**



**RGL then 40M TR then  
KR**

## Symbols

There is a standard list of symbols used in AMSAG Route Instructions, which is contained as Appendix 3. From January 1, 2011, organisers will reproduce this chart of standard symbols in the front of all Route Instructions.

## Abbreviations

There is a standard list of Abbreviations used on AMSAG events, which is contained as Appendix 4. The abbreviations provide for all situations and so no others are needed. From January 1, 2011, organisers will reproduce this list of Abbreviations in the front of all Route Instructions.

## Alternative Routes

Occasionally a stage has to be cancelled from an event. It can happen due to bad weather, spectators not obeying the directions of marshals, or even an accident involving an earlier competitor.

In AMSAG rallies we allow for competitors to skip a stage or more (with penalty) and to rejoin the rally.

From January 1, 2011, organisers are being asked to provide Alternative Routes to stages in the back of the Route Instructions booklet. They will be written in the same format as the other pages of your book and will have title pages as, (eg) "Alternative Route from Start of C3 to Start of C4".

## Book Format

- AMSAG Route Instructions are comb bound, A4, with a hard front cover, and a hard (200gsm min) OK/+ board as the back cover.
- Competitive stages on white paper (80gsm), transports on a contrasting colour (blue or yellow). If title pages are being used with stage maps before the instructions for each competitive, they will be on a contrasting colour, eg. Green.

The following will be included in the front of the book:

- Event Itinerary. There is a standard AMSAG format which is included in this manual as an example. See Appendix 5.
- Symbols Used. See Appendix 3.
- Abbreviations Used. See Appendix 4.
- Withdrawal Form. See appendix 7.
- Incident Report Form. See appendix 6.

AMSAG Route Instructions will also include:

- Maps. An overall map(s) of the event which shows each stage, spectator points, and service areas. If the level of detail of the overall map does not show all of the intersecting roads on the stages, separate stage maps with this detail will be included. Ideally, separate stage maps will be placed on a title page before the instructions for each stage.

The alternate routes to stages will be included at the back of the book.

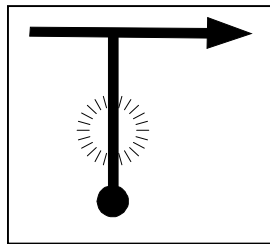
## Close Calls

- For instructions within 100 metres, the convention is to include all of the information in the one instruction, ie. "TR then 80M BL".
- For instructions that are more than 100 metres apart, but less than 200 metres, the convention is to delete the horizontal dividing line between the two instructions. When this occurs between the bottom of one page and the top of the next, the horizontal line that would normally form the bottom of the page box of instructions is deleted.

## Order of Information

When a sequence of obstacles is being described in the one instruction, the obstacles are always mentioned in the order that the driver will arrive at them.

For example, the information for the following tulip has been provided in two formats – one correct, and one incorrect.



INCORRECT:

T R at T J after Crest

CORRECT:

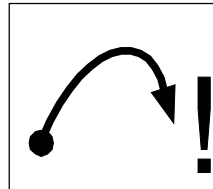
Crest then T R at T J

## Tulips

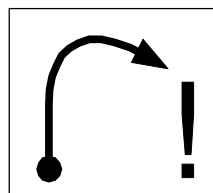
This information is reproduced here from the AMSAG Organisers and Checkers manual, so that competitors have an understanding of some of the parameters that organisers are asked to adhere to.

The bottom of the tulip must always start with the vector in the vertical position.

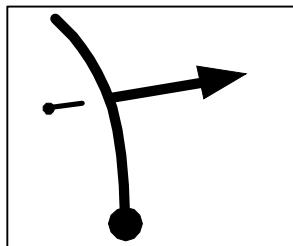
*This Tulip is wrong. The vector at the start point (bottom of the tulip) is not vertical.*



*This Tulip is correct. The vector at the start point (bottom of the tulip) is vertical.*



- It is very important that the tulip represents the severity of an intersection, bend or hazard accurately. Experienced navigators may describe the degree of the hazard by the accuracy of the tulip that is represented.
- Line width indicating the roads must be at least 1mm thick (min 3pt), and ideally 1.4mm thick (approx 4pt), and usually twice as thick, approx 2.1mm (6pt) for bitumen.
- When the instruction refers to a sign post, the sign post must be included in the tulip in the position it appears on the road (eg. On the left pointing to the right). See the example below.



## Stage or Route Amendments

All route amendments must always be issued in writing, and all competitors must sign acceptance of the amendment.

Route amendments will either be issued in writing at the drivers briefing, or at the start of each stage.

## Positive Tracking

From January 1, 2011, all AMSAG rallies will employ the following positive tracking system.

In a potentially hazardous sport, this system will help us to continually account for all competitors, and improve our response time should an emergency occur.

This simple system quickly highlights to the organisers when a competitor has failed to finish a stage in the order that they started the stage.

- As each competitor starts a stage, they are each given a sequential "Position on Road" (POR) number, which is copied from the (pre-printed) Control Card to the competitors Road Card.
- So, the first competitor to start a stage is given the POR number, "1". The second is given, "2", and so on. POR's are issued irrespective of competition numbers.
- At the finish control, the official copies the POR number onto their control card. It is then immediately apparent if a competitor is missing. For example, if a car finishes and has a POR of "8", and the next car has a POR of "10", the official can see instantly that whoever started with POR "9" is missing.
- The official asks the competitor with POR "10", if they have passed another car in the stage – in particular the car that started in front of them. If they (POR 10) can shed no light on the fate of the missing POR 9 competitor, Rally Control is informed immediately, and the next competitor is asked.
- Should this next competitor have no knowledge of the fate of POR 9, the Director may choose to check will all MRC's or even stop the stage to commence a search for them.

## Broken Exhaust

A broken or excessively noisy exhaust must be repaired to the satisfaction of the control official before a competitor will be allowed to start a stage.

## Working on the Car in Control

A car may be worked on within a control area by the competitors and/or their service crew utilising any equipment or means providing that the directions of the official are followed with respect to allowing the control to function as normal.

## **Radio Communication**

AMSAG have a requirement that all competitors be equipped with a 5 watt UHF radio which is tuned to the Rally Control frequency. It would be ideal to have the competitors on a separate frequency (channel), but the requirement for additional repeaters often make this unworkable.

The rally radio network is used to manage the event and incidents or emergencies if they occur. It is not for the relay of results.

The radio channel for the rally network will be issued at the start of the rally.

The priority for this network is for the organisers to manage the rally. Communication between competitors and their service crews should be undertaken on another available channel.

## Penalties

In a competitor friendly environment there are few rules and penalties that need to be administered. Some of the penalties listed are part of the AMSAG scoring system.

Time taken on a Stage	Time Penalty (in minutes and seconds)
Loss of Road Card	60 minutes
Failing to Start a Stage	Fastest time + 60 minutes
Failing to Finish a Stage	Fastest time + 60 minutes
Jumping the Start of a Stage (First Offence)	30 secs
Jumping the Start of a Stage (Subsequent Offence)	Subject to a time or exclusion penalty determined by the Director
Fail to present Road Car	Fastest time + 20 minutes
Start the rally out of order	30 minutes

In the case of a breach in guidelines that may pose a serious threat to the future of AMSAG and our sport, the following penalties may be applied.

Travelling in the Reverse Direction on a Stage	Subject to the determination of the AMSAG Executive – exclusion from the event up to exclusion from all future AMSAG events
Failing to Assist Competitors requiring Medical Assistance	Subject to the determination of the AMSAG Executive – exclusion from the event up to exclusion from all future AMSAG events
Acting in a Manner Prejudicial to the Sport	Subject to the determination of the AMSAG Executive – exclusion from the event up to exclusion from all future AMSAG events
Working on a car in control, contrary to the directions of an official	Exclusion

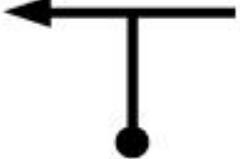
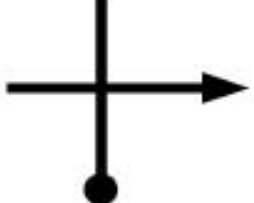




## Disputes

Should a competitor wish to dispute a decision or situation, the guidelines and fees for lodging a dispute and/or appeal can be found in the Rally Regulations on the AMSAG website [www.amsag.com.au](http://www.amsag.com.au).

## List of Appendicies

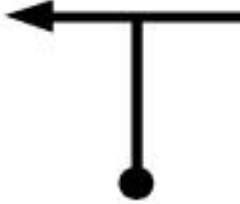
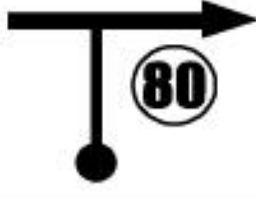
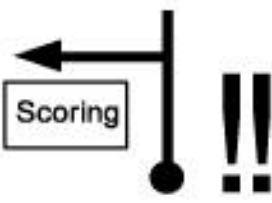
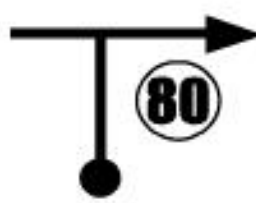


1	Route Instruction Example – Competitive
2	Route Instruction Example – Transport
3	Symbols Used
4	Abbreviations Used
5	Event Itinerary – for Competitors - example
6	Incident Report Form
7	Withdrawal Form
8	Stage Amendment Form
9	Stage Amendment Acknowledgement Form
10	Competitor’s Road Card - example
11	Control Card – Start Control
12	Control Card – Finish Control












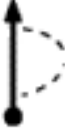







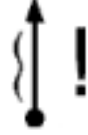

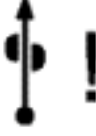


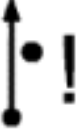







<b>C3 - Tuglow 1</b>				
Distance (kms)		12.02	Average Speed (kph) 65.6	
Time Allowed (mins)		11	Service Time (mins) nil	
Distance		Tulip	Instruction	Reverse Cumulative
Cum	Inter			
7.18	0.90	 7	T L at T J	4.84
7.73	0.55	 8	T R at X R FMR	4.29
8.82	1.09	 9	<b>CAUTION: Crest then 40M R G R Drops outside for next 500M</b>	3.20
9.00	0.18	 10	<b>CAUTION: Hump then 70M Hump then 80M CAUTION: Hump</b>	3.02
9.30	0.30	 11	<b>R G R then 60M T H L CAUTION: Don't overshoot - Drop on Outside</b>	2.72
9.52	0.22	 12	<b>Causeway then 80M T V H L HTS</b>	2.50



# 2010 Oberon Rally

<b>T2 - Liasion - Dingo 1 to Gingkin 1</b>				
Distance (kms)		15.80		Average Speed (kph) 27.1
Time Allowed (mins)		35		Service Time (mins) 10
Distance		Tulip	Instruction	Reverse Cumulative
Cum	Inter			
0.00	0.00	 1	From Control T L at T J <b>FMR</b> -33° 53' 7.8792", 149° 50' 46.3914"	15.80
0.97	0.97	 2	T R at T J 80kph Speed Limit	14.83
3.45	2.48	 3	T L into Service <b>CAUTION</b> Narrow Gate - 2 way traffic Freeze Tripmeter Hand in Road Card for Scoring 10 minute Service	12.35
3.45	0.00	 4	Unfreeze Tripmeter T R from Service onto main road 80 kph Speed Limit	12.35
5.16	1.71	 5	T R <b>CAUTION:</b> 2 way traffic to control 	10.64

**AMSAG Standard Tulip Symbols**

Bank		Ford, Creek or River		Log	
Bridge		From Bitumen to Gravel		Main Control	
Causeway		From Gravel to Bitumen		Protruding Branch	
Clearing		Gate <i>(Shows how it opens)</i>		Railway Crossing	
Crest		Gateway		Rocks or Rough	
Culvert		Grid		Rut	
Dip		Gutter		Signpost <i>(Shows how it points)</i>	
Drop		Hole		Spectators	
Fence		House		Timing Marker	
Fire Tower		Hump or Jump		Wire Gate	

## Appendix

### Abbreviations

The following abbreviations taken in context, and no others, may be used in AMSAG route instructions:

<b>BL</b>	Bear left
<b>BR</b>	Bear right
<b>FMR</b>	Follow main road
<b>KL</b>	Keep left
<b>km</b>	Kilometre
<b>km/h</b>	Kilometre per hour
<b>KR</b>	Keep right
<b>M</b>	Metres
<b>RD</b>	Road
<b>RGL</b>	Road goes left
<b>RGHL</b>	Road goes hard left
<b>RGR</b>	Road goes right
<b>RGHR</b>	Road goes hard right
<b>SO</b>	Straight on
<b>SP</b>	Signpost
<b>THL</b>	Turn hard left
<b>THR</b>	Turn hard right
<b>TJ</b>	“Tee” junction
<b>TL</b>	Turn left
<b>TR</b>	Turn right
<b>TVHL</b>	Turn very hard left
<b>TVHR</b>	Turn very hard right
<b>XR</b>	Cross road

## Appendix

Section	Stage Name	Distance		Service Time	Time Allowed	Average Speed	Car 1 Start
		Transport kms	Comp Kms				
T1		12.14			15	48.6	12:00
C1	Lemon Tree		6.50		10	39.0	12:18
T2		20.09		15	45	26.8	12:31
C2	Western Distributor		52.71		50	63.3	13:19
T3		21.77		20	45	29.0	14:12
C3	Lyons		33.43		35	57.3	15:00
T4		16.55		20	45	22.1	15:38
C4	Old Nelligen		11.12		15	44.5	16:28
T5		11.17			15	44.7	16:46
C5	Big Bit		11.73		15	46.9	17:04
T6		20.58		20	50	24.7	17:23
C6	River Rd Nth		17.29		20	51.9	18:16
T7		2.59			5	31.1	18:39
C7	The Old Highway		13.24		15	53.0	18:47
T8		24.36			30	48.7	19:05
		<b>129.25</b>	<b>146.02</b>				19:35

Event Itinerary – Sample – For Competitors



## Incident Report Form

This form must be completed for any incident that involves:

- (i) **injury** to a competitor or any member of the public, or;
- (ii) any **damage** to any property belonging to a non-competitor.

Complete the following as, or if, applicable, and in as much detail as possible.

Car No.
---------

### Incident Details

Stage No.	Your Contact No.	Date
Details of any other party involved (Name & Address)		
Details of any independent witness/es (Name & Address)		
Nature of any Injuries		
Nature of any Property Damage		
Diagram and Location of the Incident		
Name of person lodging Report		Signature
Title / Position		Time and Date of Lodging Report
Name of Official Receiving Report		Signature
Title / Position		Time and Date of Lodging Report





<b>Stage Alteration Form</b>			Stage No.
Competitors, please take note of the following amendments to the Road Book for this Stage, and sign the acknowledgement.			
<i>Cum.</i>	<i>Inter.</i>	<i>Tulip</i>	<i>Instruction</i>



## Stage Alteration - Acknowledgement Form

Competitors, please sign below to acknowledge the Stage Alteration.

Car No.	Initial
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	

Car No.	Initial
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	

Car No.	Initial
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	

Car No.

**Enter Year & Rally Name here**



**Stage Number & Name**

Position on Road

Start Time

Finish Time

Stage Time  
Crew Calculation

Stage Time  
Scorer Only

Due Arrival at Next Stage

ADD Finish Time to... (Ignore Secs)

124 Mins

**Stage Number & Name**

Position on Road

Start Time

Finish Time

Stage Time  
Crew Calculation

Stage Time  
Scorer Only

Due Arrival at Next Stage

ADD Finish Time to... (Ignore Secs)

47 Mins

**Stage Number & Name**

Position on Road

Start Time

Finish Time

Stage Time  
Crew Calculation

Stage Time  
Scorer Only

Due Arrival at Next Stage

ADD Finish Time to... (Ignore Secs)

26 Mins



# Control Card - Stage Start

Start of Stage No.	1st Competitor Starts
--------------------	-----------------------

Official in Charge:
Contact Phone No.

Please ensure that the "Position on Road" is recorded on the competitors Road Card

Position on Road	Car No.	Start Time		Competitors Initials
		Hours	Mins	
	000			
	00			
	0			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				

Please ensure that the "Position on Road" is recorded on the competitors Road Card

Position on Road	Car No.	Start Time		Competitors Initials
		Hours	Mins	
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
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47				

