



SERIES DOCUMENTS

Including the following documents:

1. 2020 Midstate Freight Rallysprint Series SPORTING REGULATIONS
2. GENERAL COMPETITION CONDITIONS
3. EVENT MANAGEMENT
4. AMSAG ACCIDENT PROCEDURE
5. SAFETY & ELIGIBILITY REGULATIONS
6. CATEGORIES FOR COMPETITION VEHICLES
7. APPENDIX A – DEFINITIONS

Preface:

This year introduces a series for Rallysprints for the first time in AMSAG history and the AMSAG Executive would like to thank Ray Winwood-Smith for sponsoring the series under the MIDSTATE FREIGHT name.

The information contained within relates directly to the rallysprints that AMSAG will conduct as part of the 2020 Midstate Freight Rallysprint Series and also any non-series events.

1 2020 MIDSTATE RALLYSPRINT SERIES SPORTING REGULATIONS

- 1.1 The AMSAG executive intend for the series to be conducted as follows:

Round 1	AMSAG	Kendall	14 th March 2020
Round 2	AMSAG	Cooperook	4 th May 2020
Round 3	Wagga & District Car Club	Tumut	20 th June 2020
Round 4	New England Sporting Car Club	Armidale	24 th October 2020
Round 5	AMSAG	Black Springs	21 st November 2020

- 1.1 The above dates and/or organising clubs may be subject to change.
- 1.1 Each event will produce specific Regulations which supplement the 2020 Midstate Freight AMSAG Rallysprint Series Sporting Regulations
- 1.1 Event Supplementary Regulations may vary competition conditions with approval from AMSAG executive.

If contradictions occur, event Supplementary Regulations are to take precedence

1.5 Categories and Classes

- 1.1.1 The series will be conducted in two (2) main categories, namely Classic and Open.
- 1.5.2 Vehicles entered in the Classic Category must comply with AMSAG Classic regulations.



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

1.5.4 Classes:

	<u>CLASSIC</u>		<u>OPEN</u>
Class B	0 – 1800cc	2W	Front Wheel Drive
		D	
Class C	1801 – 2200cc	2W	Rear Wheel Drive
		D	
Class D	2201 - 3000cc	4W	
		D	
Class E	3001cc and over plus Rotaries		

1.6 Pointscores

1.6.1 Classic & Open Categories will be scored as follows:

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

1.6.2 All other competitors who start an event will be awarded 1 point

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

1.6.4 Classes will be scored as follows:

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

1.6.5 Points gained in all events will count for the 2020 series pointscores.

2 **GENERAL COMPETITION CONDITIONS**

2.1 Competitors

2.1.1 A crew will consist of two (2) people, with one (1) member being the nominated driver and the other being the nominated co-driver.

2.1.2 The minimum age for co-drivers will be 14 years of age.

2.1.3 Crew members may change roles within the car. A person under 16 is ineligible to drive.

2.1.4 Crews that change roles from those nominated pre-event will forfeit awards, Category and Class points.

2.1.5 Drivers or co-drivers who enter more than one (1) vehicle in the same Category / Class shall be eligible to score points in the highest placed vehicle only. Drivers and/or Co-drivers who enter more than one (1) vehicle in different Category / Classes are eligible for points in both Categories / Classes.

2.1.6 Each crew member must be a member of AMSAG Inc. Both crew members must hold a current AASA Rally competition or CAMS / Motorsport Australia Rally licence.

2.1.7 Competitors that drive the vehicle must have a civil drivers licence.

2.1.8 It is the responsibility of all competitors to ensure they attend the Competitors Briefing and have a proficient understanding of rally safety procedures. Refer to 4 **AMSAG ACCIDENT PROCEDURE**



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- 2.1.9 Competitors must produce civil licences, competition licences and vehicle registration at the Event. These must be original documents.

2.2 Style of Rallysprints

- 2.2.1 All AMSAG sanctioned or organised Rallysprints are to be conducted as a single event, with all entrants being of equal status and paying the same Entry Fee.
- 2.2.2 AMSAG sanctioned or organised Rallysprints may utilise both day & night stages.
- 2.2.3 Events are to be conducted within the Category and Class structure outlined above.
- 2.2.4 Additional classes may be added via the event supplementary regulations, with the approval of the AMSAG executive.
- 2.2.5 AMSAG sanctioned or organised Rallysprints may either be route-charted or pace-noted. Event Supplementary Regulations are to outline the specific style of event.
- 2.2.6 Events in **the 2020 Midstate Freight AMSAG Rallysprint Series will be route charted Rallysprints** and Reconnaissance will be allowed.
- 2.2.7 AMSAG sanctioned or organised Rallysprint events are to be set with the intention of testing driver skill, co-driver skill, vehicle speed and vehicle reliability.

2.3 Event Format

- 2.3.1 AMSAG sanctioned or organised Rallysprints begin with a MAIN Control at the start point and finish with a MAIN control at the finish point.
- 2.3.2 Each stage is defined as a *SECTION* and can be either *TRANSPORT* (sometimes referred to as liaison) or *COMPETITIVE*.
- 2.3.3 An *Event Schedule* outlines all controls.
- 2.3.4 Events may use *DIVISIONS* to further define the schedule.
- 2.3.5 No time penalties are to be applied to *TRANSPORT* stages.
- 2.3.6 AMSAG sanctioned or organised Rallysprints are to be run with a minimum of one (1) minute gaps between competitors in a *COMPETITIVE* stage.
- 2.3.7 If a *COMPETITIVE STAGE* exceeds 10k and does NOT have a Manned Road Closure within it at least one (1) SOS Point must be used. The distance between radio points is to be no greater than 10k.
- 2.3.8 The maximum length of *COMPETITIVE* stages in AMSAG sanctioned or organised Rallysprints will be 15k. This may be varied with approval from the AMSAG Executive.
- 2.3.9 AMSAG sanctioned or organised Rallysprints are to be conducted over a maximum of 3 *COMPETITIVE* stages and run a maximum of three (3) times in each direction.
- 2.3.10 It is highly recommended that all AMSAG sanctioned or organised Rallysprints be conducted entirely on private property or within the confines of a closed forest complex.

2.4 Vehicle Eligibility

- 2.4.1 Vehicles must comply with AMSAG Safety & Eligibility Regulations. They can be found in Section 5 of this document or from the AMSAG website: www.amsag.com.au
- 2.4.2 Civil vehicle registration and third party insurance must be established. Vehicles registered in Qld. must also provide a Third Party Extension for this event.
- 2.4.3 Eligible vehicles are permitted to be "multiple entered" in AMSAG sanctioned or organised Rallysprints. Multiple entries of the same vehicle with the same driver will not be accepted.



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2.5 Pre-Event Requirements

- 2.5.1 Scrutineering: All vehicles must be presented for scrutiny within the fortnight (14 days) preceding the event.
- 2.5.2 Rally Check In / Audit: Documentation verification is conducted at all AMSAG events. Competitors must be able to display the following for verification:
- 1) civil licences
 - 2) competition licences
 - 3) vehicle registration documents
 - 4) a **PASSED** vehicle scrutineering form
- 2.5.3 Competitors unable to meet pre-event documentation and scrutiny requirements will be refused a start.
- 2.5.4 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.
- 2.5.5 **Competitors Briefing**
At all AMSAG sanctioned or organised events a Competitors briefing will be conducted to communicate essential information to rally competitors. It is compulsory that both crew members and a member of the service crew attend.
- 2.5.6 **Co-drivers Briefing**:
At all AMSAG sanctioned or organised events a compulsory Co-drivers briefing (for first time AMSAG competitors or those with less than five (5) events as AMSAG competitors) will be conducted, specifically to explain AMSAG Accident Procedure plus Road Card / scoring procedures. Drivers are also welcome to attend.
- 2.5.7 A sign on sheet will be made available for ALL competitors to sign on at all Competitors and Co.drivers Briefings.

2.6 Control Boards and Procedure

- 2.6.1 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.
- 2.6.2 A 'T' Board is used to signify a *TIMING* point. Competing vehicles must significantly reduce speed **immediately after** passing this board.

2.7 Allowed Time

- 2.7.1 AMSAG sanctioned or organised events are to have a Late Time Limit of a maximum of 30 minutes per stage, not accumulative.
- 2.7.2 Event organisers are to keep the event running to schedule by maintaining the *ALLOWED SECTION TIMES*.
- 2.7.3 Event organisers are to close stages for competition to allow *SWEEP* vehicles to enter the stage on schedule.
- 2.7.4 Any competition vehicle that enters a competitive start control prior to the *SWEEP* vehicle being released will be allowed to continue without penalty.



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- 2.7.5 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.

2.8 Road Cards, Penalties and Scoring

- 2.8.1 Departure times from main controls shall be on the exact forward minute.
- 2.8.2 Competitors will have their passage through controls and performance recorded on a road-card carried in the competing vehicle.
- 2.8.3 It is the responsibility of all competitors 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.
- 2.8.4 It is the responsibility of competitors to declare a stage time, in the competitors use box, for each competitive stage.
- 2.8.5 Results will be determined by adding together a competitors two (2) fastest times in each direction and the winner will be the competitor with the lowest aggregate time. Each run will be timed and recorded to a minimum resolution of one second.
- 2.8.6 Provisional scores will be progressively posted at the scoring venue in the service park.
- 2.8.7 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.
- 2.8.8 Penalties will be accrued as follows:
- 1) Elapsed time on a competitive stage between Start and Finish points (minimum of minutes and seconds).
 - 2) Missed controls (failure to Finish a competitive Stage) - 60 minutes.
 - 3) Loss of Road Card - 60 minutes.
 - 4) Jumping the Start of a Stage (First Offence) - 15 seconds.
 - 5) Jumping the Start of a Stage (Subsequent Offence) Subject to a time or exclusion penalty determined by the Director
 - 6) Breach of No Spin Start: 1st Offence - 15 seconds 2nd Offence - 30 seconds
Subsequent offence/s - exclusion
- 2.8.9 Placings will be determined by least penalties incurred.
- 2.8.10 A competitor must complete 100% of the course to be classified as a finisher.

2.9 Compassionate and Nominated Time

- 2.9.1 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.
- 2.9.2 Any requests by a competitor for a time allowance on compassionate grounds may be granted.
- 2.9.3 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.

2.10 Starting / Running Order

- 2.10.1 The starting order for AMSAG events will be at the discretion of the organisers, and is based on a seed from fastest to slowest. This is the preferred method.
- 2.10.2 Organisers are encouraged to ballot the first five (5) starting order positions to be even-handed.
- 2.10.4 It is the competitor's responsibility to be ready on time and in order at the start of each run.



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2.10.5 Any competitor failing to report to the start at the correct time and order will forfeit that run.

2.10.6 The Organisers may amend the competitor running order at anytime.

2.11 No Wheel Spin Starts

2.11.1 DEFINITION:

A wheel spin start is defined as "Sustained loss of traction through wheel spin with no attempt to curtail the spinning before reaching the "GO" sign".

Momentary wheel slip from acceleration is acceptable.

2.11.2 Event Directors should endeavour to assist Competitors by setting *START CONTROLS* on level or downhill locations.

2.11.3 It is part of AMSAG's ongoing agreement with NSW Forestry Corporation that "*NO WHEEL SPIN STARTS*" be used in all events that we conduct within a forest.

Supplementary Regulations for events held in a forest must show the above *DEFINITION*

2.11.4 Any *CONTROL OFFICIAL* will be a Judge of Fact

2.11.6 Refer to 2.8 Road Cards, Penalties and Scoring for Penalties for any breaches.

3 EVENT MANAGEMENT

3.1 General

3.1.1 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:

- 1) closing of roads to the general public and stage security
- 2) contingency (weather)
- 3) environmental impact
- 4) spectator safety
- 5) resident safety
- 6) control area procedures and setup
- 7) emergency services and procedures
- 8) re-opening of stages to general public

3.1.2 AMSAG event directors are to ensure compliance with any/all requirements outlined by Police, Forestry or Council authorities.

3.1.3 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.

3.1.4 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.

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

3.2 Running of Stages

3.2.1 Stages are to be NEUTRALISED if no competitor completes the course.



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- 3.2.2 If a competitor completes a stage, and other competitors are denied the opportunity to complete the stage then that stage must be NEUTRALISED.
- 3.2.3 Competitors may miss controls and continue with the approval of the organisers.
- 3.2.4 Competitors who wish to withdraw from an event must not leave a competitive stage without notifying the organisers. A Withdrawal Form **MUST** be completed and handed to the *SWEEP CAR* if “stuck in stage” or to the Event Scorer if leaving the Service Park.
- 3.3 Road Books** Below sets out a minimum standard for AMSAG roadbooks.
- 3.3.1 A roadbook is to include:
- 1) A list of abbreviations and symbols used
 - 2) An event schedule including allocated section times
 - 3) Stage Maps
 - 4) An Incident Form
 - 5) A Withdrawal Form
 - 6) The location of service areas
 - 7) The location of event headquarters
 - 8) Emergency contact numbers
 - 9) The AMSAG Accident Procedure, immediately prior to the GREEN “OK” sign
 - 10) A **GREEN** “OK” sign (inside rear cover) and a **RED** “SOS” sign (outside rear cover)
- 3.3.2 AMSAG specifies that roadbooks must:
- 1) number all pages
 - 2) use white paper for all competitive stages (coloured paper may be used to contrast transport stages).
- 3.4 Route Instructions** Below sets out a minimum standard for AMSAG route instructions
- 3.4.1 Instructions are to be in both written and tulip form for both competitive and transport stages.
- 3.4.2 Both Cumulative and Intermediate distances are to be included in each instruction.
- 3.4.3 Reverse Cumulative distance is recommended
- 3.4.4 A page header containing section name, number, distance and time allowed is to be on every page.
- 3.4.5 Tulip diagrams must begin at the black dot and be in a vertical vector and show the direction of travel. Tulip diagrams need to be a reasonable representation of the locality. Written instructions always take precedence over tulip diagrams.
- 3.4.6 Road books should only contain instructions that:
- 1) define the course
 - 2) notify competitors of a feature out of character with the road.
- 3.4.7 Three levels of caution can be added to an instruction:
- Single Caution !** - caution is required. A reduction of speed may be necessary.
- Double Caution !!** – significant caution is required. A substantial reduction in speed may be required.
- Triple Caution !!!** – it is crucial that extreme caution be applied to this point. A significant reduction in speed is necessary.
- 3.4.8 Individual instructions should be defined within a cell or box.
- 3.4.9 Calls that are under 200m apart should be grouped as a single instruction.



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- 3.4.10 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.
- 3.4.11 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
- 3.4.12 Standardised templates in Excel format are available from AMSAG.

3.7 Judicial

- 3.5.1 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.
- 3.5.2 Any issues or conflicts will be considered in the first instance by the Event Director.
- 3.5.3 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.
- 3.5.4 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)
- 3.5.5 Protests will be heard by an impartial protest committee appointed by the Amsag Executive. All decisions are final.
- 3.5.6 Any protest fee is to be refunded if the protest is a) upheld or b) deemed to have some validity.

3.6 Scrutineering

- 3.6.1 The AMSAG executive will appoint a chief scrutineer.
- 3.6.2 The AMSAG chief scrutineer will appoint, liaise with, and manage a network of regional scrutineers.
- 3.6.3 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.
- 3.6.4 A scrutineer's role is to ensure compliance with AMSAG Safety and Eligibility Regulations as written.
- 3.6.5 Any issues, opinions or clarification regarding vehicle eligibility are to be directed to the chief scrutineer for determination.
- 3.6.6 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.
- 3.6.7 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.
- 3.6.8 Pre- event scrutineering is not directly linked to Rally Vehicle Registration. Information regarding Rally Vehicle Registration via AMSAG can be accessed at <https://www.amsag.com.au/wp/rally-rego/>



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4 AMSAG ACCIDENT PROCEDURE

4.1 *STOPPAGE ON STAGE NOT REQUIRING IMMEDIATE MEDICAL or OTHER ASSISTANCE:*

- 4.1.1 Competitors will ensure that the scene is made safe for oncoming rally traffic.
 - a) erect a minimum of two (2) Safety Triangles at a distance no less than 50m from the stopped vehicle and in a position that warns oncoming rally traffic
 - b) the **GREEN "OK"** sign must be **clearly and actively shown** by a Crew member to at least the next three following vehicles
- 4.1.2 Inform Rally Control by UHF radio or mobile phone of the incident
- 4.1.3 The Safety Triangles and the **GREEN "OK"** sign are to be left in place/on display for the entire period that the vehicle is stopped on stage regardless of whether or not the crew are in attendance
- 4.1.4 Crews are to ensure that the Safety Triangles are removed if and when the stopped vehicle no longer presents a hazard to oncoming traffic
- 4.1.5 If a crew are able to get their car started and moving, and wish to continue, they will continue "on stage" in the direction the stage goes – **NO OTHER WAY** – to the Finish Control
- 4.1.6 Crews who come across Safety Triangles will drive with caution and at a reduced speed until the stopped vehicle has been passed

4.2 A COMPETITOR INVOLVED IN AN ACCIDENT REQUIRING MEDICAL ATTENTION

- 4.2.1 A crew involved in an accident requiring assistance for a trapped or injured crew member should, if a crew member is able to:
 - i) **display the RED "SOS" sign to signify to the next car that they need urgent medical or other assistance.**
 - ii) advise Rally Control via UHF radio or mobile phone of the incident and that they require urgent medical or other assistance.
 - iii) place the safety triangles, at least 50m before the accident scene, to warn the next vehicle
 - iv) At the first practical time, complete an Incident Report and pass it onto the Event Director or to a Control Official

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4.2.2 FIRST CAR ON THE SCENE

4.2.3 SECOND CAR ON THE SCENE

5 ALL OTHER VEHICLES



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4.2.2 FIRST CAR ON THE SCENE

- i) Any crew that has a **RED "SOS"** sign displayed to them or sees a vehicle which has sustained a major accident and is not displaying the **RED "SOS"** sign is required to **STOP TO RENDER ASSISTANCE** - no exceptions
- ii) If the crew involved in the accident have not made contact with Rally Control, YOU are to contact Rally Control via UHF radio or mobile phone to advise of the incident and that urgent medical or other assistance is required.

If unable to contact Rally Control, write the details **on the FORM ON THE NEXT PAGE, STOP THE NEXT VEHICLE**, hand the information to them and have them continue in stage to the next Manned Road Closure or Finish Control so they can advise Rally Control.

- iii) Ensure that the Safety Triangles have been placed, at least 50m before the accident scene, to warn the following vehicles.
- iv) At the first practical time, complete an Incident Report and pass it onto the Event Director or to a Control Official
- iv) Any crew not complying with this rule will be reported to the Event Director who may impose a penalty, up to and including exclusion from the Event

4.2.3 SECOND CAR ON THE SCENE

- i. If contact with Rally Control has not been made: Take the information re the accident from the first car on scene, continue to drive the stage to the next Manned Road Closure or stage finish Control and advise Rally Control of the incident and that urgent medical or other assistance is required.
- ii. If contact with Rally Control has been made: Remain at the scene, ensure that the triangles have been put out, Assist the first car on the scene if required Ensure that the following vehicles are parked so that the road is clear to allow emergency vehicles access to the accident scene.
- iii. At the first practical time, complete an Incident Report and pass it onto the Event Director or to a Control Official

4.2.4 ALL OTHER VEHICLES

- i. All other competitors are required to stop.
- ii. **KEEP MOVING THE SAFETY TRIANGLES BACK** so that they remain a minimum of 50mtrs behind the last car to arrive.
- iii. Ensure that all vehicles are parked to allow emergency vehicles access to the accident scene
- iv. If required, assist others at the accident scene.



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5.1 VEHICLE ELIGIBILITY**1.1.1 General Requirements for RALLY and RALLYSPRINT Cars**

All vehicles being entered in any AMSAG sanctioned or organised Rally and/or Rallysprint must comply with the following General Requirements:

- a) 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
- b) 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
- c) The engine and chassis numbers must agree with that shown on the certificate of registration
- d) All Vehicles must be presented in a neat and well finished standard
- e) 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)
- f) 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
- g) If a fuel tank vent is fitted it must be vented external to the body work
- h) 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
- i) 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
- j) Mud Flaps of stout material must be fitted behind the driving wheels and in the case of front wheel drive behind all four wheels
- k) Rear hinged bonnets must be fitted with at least two (2) independent latching devices

5.2 SAFETY EQUIPMENT - VEHICLES: *All vehicles must comply with these regulations***5.2.1 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.



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5.2.2 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 2019)
- g) Aluminium roll cages will not be acceptable from January 1, 2012.

5.2.3 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.

5.2.4 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 scissor*
 - 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 pad*
 - 6 x *adhesive plaster strips*
 - 1 x *triangular bandage*
 - 2 x *sterile eye pads*



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5.2.5 UHF Radio

- a) The radio may be a hand held unit of 5 watts and must be 80 channels

5.2.6 Towing Points

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

5.2.7 Windscreen

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

5.2.8 Warning Triangles

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

5.3 SAFETY EQUIPMENT - PERSONAL:

5.3.1 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.

5.3.2 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, Australian Standard;

Snell SA 90, M90, SA95, SA 2010 and SA 2015 USA Standard;

SF1 Spec. 31.1, 31.2, USA Standard;

SIS 88.24.11(2), Swedish Standard;

DS 2124.1, Danish Standard;

SFS 3653, Finnish Standard;

ONS/OMK, German Standard;

NE 5 72 305, French Standard;

E22 (with 02, 03, 04 or 05 amendments), European Standard;

BS 6658-85 Type A and A/FR (including amendments), British Standard as a minimum

Helmets exceeding these standards are accepted

- c) Frontal head restraints (FHR) are not compulsory for AMSAG sanctioned or organised events but are highly recommended



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6 CATEGORIES FOR COMPETITION VEHICLES

Including the 2020 Pipe King Southern Cross Rally Series and the 2020 Midstate Freight Rallysprint Series

6.1 Classic 2WD

- 6.1.1 First Vehicle of model type must have been first manufactured prior to 31 December 1990 irrespective of the date of the actual vehicle being entered. For example, VN Commodores with plates dated 1988 to 1991 are eligible but a VP Commodore with a 1991 plate is not eligible. A 2wd vehicle that fails to meet this requirement must be entered in the Open Category.
- 6.1.2 Engine configuration must remain original to Vehicle Model. i.e. A vehicle model that was manufactured with 4 cylinder engines in all variants of the model cannot be fitted with a 6 cylinder, rotary or V8 Engine. However, the engine configuration from one model variant may be utilized in another variant of that vehicle model. The engine block and cylinder head must have been produced as production engine components by the same manufacturer as the body shell. i.e. a Datsun 1600 must have a Datsun (Nissan) engine block and cylinder head.
- 6.1.3 Forced Induction (Turbocharged or Supercharged) vehicles are not eligible for this Category – whether the forced induction system was originally fitted by the manufacturer, or added after the original manufacture of the vehicle. Vehicles with a forced induction system will be relegated to the Open category.
- 6.1.4 The classes for AMSAG Classics Series are as follows:
 - Class B: 0 - 1800cc
 - Class C: 1801 - 2200cc
 - Class D: 2201 - 3000cc
 - Class E: 3001cc and over
- 6.1.5 Engine blocks may be overbored without restriction and the resultant capacity will determine the applicable engine capacity class. However, for blocks that are overbored up to a maximum of 1.0mm from the standard manufacturers bore specification for that Engine block where the resultant engine capacity becomes higher than the class limit for the original capacity class, the vehicle will be considered as remaining in the original class.
- 6.1.6 All other modifications to the vehicle are free subject to the respect of the Safety and General Requirements for AMSAG Rally and Rallysprint Vehicles as contained within these regulations.

6.2 Open 2WD

- 6.2.2 Vehicles must be driven by 2 wheels only. The 2 wheels chosen for drive may not be consistent with the original configuration provided by the manufacturer. Therefore an All Wheel Drive vehicle may be converted to 2wd or a front wheel drive vehicle may be converted to RWD consistent with the required engineering inspections and certifications required by the authority providing the registration for the vehicle.
- 6.2.3 All other modifications to the vehicle are free subject to the respect of the Safety and General Requirements for AMSAG Rally and Rallysprint Vehicles as contained within these regulations.

6.3 4WD

- 6.3.1 This category is for all vehicles with drive to all 4 wheels. A 2wd vehicle may be converted to a 4wd or an All Wheel Drive configuration consistent with the required engineering inspections and certifications required by the authority providing the registration for the vehicle.
- 6.3.2 All other modifications to the vehicle are free subject to the respect of the Safety and General Requirements for AMSAG Rally Vehicles as contained within these regulations.



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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.

COMPETITORS 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.

NO WHEEL SPIN STARTS: Defined as "Sustained loss of traction through wheel spin with no attempt to curtail the spinning before reaching the "GO" sign".

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



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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

SHORT COURSE EVENT An event conducted within a normal series round, conducted only on the daylight stages of a Day/Night event

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 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



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