

1. Teams

a A rally team shall:

- i/ be two people.
- ii/ rally the same vehicle during the full rally.
- iii/ in Championship events no passengers are allowed except by permission of the organizers.
- iv/ fully complete the application/entry forms.
- v/ sign the waiver(s) including all passengers.

b The driver shall hold a valid Provincial Driver's License or equivalent

c Driver, navigator and passengers not of the age of majority in British Columbia shall have written permission of parents or guardian to participate in the event.

d The vehicle, which shall be properly registered and licensed and shall have third party liability insurance, must be owned by one of the team members or they must have written permission for its use in the rally from the registered owner(s).

2. Classes

a Event awards may be given as defined by the organizer in Supplementary Regulations.

b For Championship events the following classes and definitions shall be used

- i/ Unlimited
- ii/ Calculator: Non-programmable calculating devices which are not driven by a wheel, and accessory odometers.
- iii/ Paper: No calculators, rally tables or accessory odometers
- iv/ Novice: Neither team member having entered more than 3 TSD rallies before the current year, and equipment limited to Calculator Class (2.b.ii/).
- v/ Historic: Vehicles manufactured more than 25 years prior to December 31 of the year preceding the current competition season. Navigational equipment is Unlimited.

3. Disqualification

a for dangerous or unsportsmanlike conduct

b at the discretion of the organizers

4. Safety (Note Appendix B & G)

a Vehicles must meet legal road worthiness standards and in Championship events shall have the following:

- i/ proper safety belts for all people in vehicle
- ii/ 1 reflective warning triangle, 30cm per side, self supporting & reflective
- iii/ a mandatory vehicle first aid kit (see Appendix G for requirements),
- iv/ working,
 - I. horn
 - II. lights
 - III. windshield wipers
 - IV. exhaust system
 - V. brakes
- v/ safe tires, including spare
- vi/ 1 extinguisher rated 5BC but a 10 BC recommended
- vii/ windshield, extent of any damage allowed is at the discretion of the organizers

b Significant loose objects must be placed in trunk OR if kept in the passenger compartment, tied down adequately to hold in position during a possible rollover.

c no loose gas cans are allowed. Any added gas tanks must be vented to the outside.

d Roll bars and cages are encouraged, but only required in soft-top vehicles in Championship events.

e Additional lights on the front should meet legal requirements as to type and mounting height; and must be wired to the high beam lights such that the additional lights turn off when switching to low beam. Fog lights may be wired independently.

f auxiliary backup lights must have an interior warning light when on.

g no brake light kill switches are allowed.

5. Series Points

a A schedule of 3 or more regional rallies will make up the BC TSD Regional Rally Series. There will be awards for best driver and best navigator.

b There will be NO championship if only 1 or 2 events are held during the competition year.

However, for points for the championship;

If 3 events are held, 2 will be counted

If 4 events are held, 3 will be counted

If 5 events are held, 4 will be counted

If 6 events are held, 5 will be counted

If 7 events are held, 5 will be counted

If 8 events are held, 6 will be counted

If 9 or more events are held, 6 will be counted

c Championship points will be awarded based on placement positions.

Overall Position Points

01 - 20 points

02 - 15 points

03 - 12 points

4 - 10 points

05 - 8 points

06 - 6 points

07 - 4 points

08 - 3 points

09 - 2 points

10 - 1 point

Class Points

01 - 9 points

02 - 6 points

03 - 4 points

04 - 3 points

05 - 2 points

06 - 1 point

d Ties are broken by the number of firsts, seconds, thirds, etc.

e Organizers will get 15 points each (for 2 organizers) and stewards will get 10 points. Competitors may only score Championship Points as an organizer and/or a steward once per calendar year - organizers score 15 points, stewards score 10 points. Check point crews are scored one point each, (driver and navigator), per event worked towards the Championship

6. Route

- a** Built up areas should not be used for average speed sections (also called regularities or regularity stages) and are to be avoided if at all possible. Even if rural, certain sensitive areas should be avoided such as cemeteries, hospitals, churches, playgrounds, etc.
- b** Private roads, if not normally used by and accessible to the public, must not be used without written permission from whoever is authorized to give such permission.
- c** Must be such that there are refueling stops available not over 250 km apart or as published in Supplementary Regulations.
- d** For the Championship the route should work out to be a minimum of 7 hours long.

7. Instructions

- a** wording should be understandable, clear and unambiguous and not rely on local knowledge by the competitors
- b** must be easy to read, in printed format and neatly spaced
- c** must be given out at the start of each day and be complete for that day. It is permissible to give out the instructions before the drivers meeting or at equal time before each car's out time.
- d** may contain a diagram, generally called a TULIP diagram. In the TULIP your position is the dot, and you travel to the arrow. Although generally they cover what is visible, it is at the steward's discretion to combine tulips or add more as deemed necessary for precision.

i/	road	_____
ii/	divided highway	=====
iii/	railway	+++++
iv/	bridge] [
v/	trail or track	- - - - -

- e** Speeds in average speed sections must be reasonable for the expected road conditions and not exceed the posted speed minus 10%. In areas where there are no posted speeds obvious it will be assumed that the rural posted speed is 80 km/h and urban posted speed is 50 km/h.
- f** average speed sections should not use the same piece of road for routing rally traffic in opposite directions at the same time, taking into consideration cars being late and the expected number of entries. If oncoming traffic - this should be explained at the drivers meeting. If entry numbers exceed those expected so that a possible conflict will result, there should be a warning issued during the drivers meeting identifying the possible hazard.

g Championship events must start with an odometer check section. Obvious visual clues and not distances must be used for all turns. All instructions must be clear and precise with no average speeds and with an adequate amount of time allotted to complete it and still have some time to recalibrate odometers or recalculate mileage's several instructions ahead. The section should be a minimum of 15 km and must be no less than 10 km. Rally distance must be within 2% of statute distance.

h abbreviations shall be allowed but they shall be limited to the standard ones below:

R	right
MBCU	may be considered unnecessary
Y	Y shaped intersection approached from the bottom
T	T shaped intersection approached from the bottom
EOS	end of stage
SC	surface change
SSA	sign straight ahead
CG	cattle guard
SOR	sign on right
SOL	sign on left
TS	traffic signal
SA	straight ahead
RRX	railway crossing
KR	keep right
KL	keep left
STOP	stop sign
L	left
AL	acute left
BL	bear left
AR	acute right
BR	bear right

Any other abbreviations used must be clearly defined in Supplementary Regulations

i Rule eliminated but number left in to avoid renumbering.

j PAUSES should be incorporated into the instructions which shall be a minimum of 15 minutes in each timed section lasting over 1.5 hours. Furthermore, shorter PAUSES shall be used to allow sufficient time for safe negotiation in all instances of STOP signs, YIELD signs, or traffic signals during a timed section with a minimum being 10 seconds. It is preferable to avoid any of these traffic delays in a timed section. Pauses shall have a .2 km control free window after the pause point.

k TRANSITS shall allow sufficient time, at 10% less than posted speeds, for the teams to make it to the start of the next timed section on time and should allow a further 10 minutes to spare.

l Signs and landmarks referred to in the instructions should be clearly visible in the direction of travel and be legible from the rally route under the anticipated conditions.

m Any road with a permanently erected sign such as "Private", "Dead End", "No Exit", "Road Closed", "Cul de Sac", etc. shall not be used or counted as a road UNLESS specifically indicated as such in the instructions.

n Wording on signs shall be indicated in the instructions with "Quote marks". The full wording on the sign need not necessarily be given but enough wording should be given that it does not become a recognition puzzle to the rallyists.

o Hazards should be indicated in the instructions with mileage reference and should give details of the hazard.

CAUTION ! - drivers should approach warily (could cost time)

CAUTION !! - drivers should be prepared to brake (could bend car and cause a DNF (Did Not Finish))

CAUTION !!! - drivers should slow and negotiate the hazard with extreme care (could total car and injure competitors)

p Recovery points should be used where feasible.

q Precedence of route. Where no instruction is given, a competitor shall continue on the road being traveled as defined by the following priorities in the order in which they appear:

i/ that is protected from entering traffic by STOP or YIELD signs

ii/ that is of similar road surface (paved vs. unpaved)

iii/ that follows numbered or named highway

iv/ continues straight ahead or as nearly straight ahead as possible, and

v/ in all other cases, clarifying instructions will be given.

r Signs beyond the road to be turned on shall be indicated as (example of format):

R before SOR or L before SOL etc. and the mileage indicated shall be taken at the turn, not the sign.

8. Controls for Championship events

a shall be set up, when possible, 10 minutes prior to Car 0 time.

b shall be at an exactly determined mileage point.

c shall time using synchronized digital official timepieces showing seconds

d shall not be dangerously in the route of rally traffic nor interfere with other traffic nor disturb local residents (no driveways, etc.)

e shall write down their information and not simply log it on electronic equipment. The time should be noted next to the team/car number.

f shall close after all the cars still competing in the event have passed or 5 minutes (maximum lateness) after the latest due time of any car which has not yet arrived.

g shall not be placed within .2 km of stage start, stage finish, or STOP, YIELD, or a Traffic Signal on the route.

9. Timing for the Championship series

All BC Region championship events must use this scoring system.

- a** Each control will have a penalty free zone one second each side of perfect time. A penalty of 1 point per second beyond this zone is assessed at each control.
 - i/ For winter rallies, if fully defined in the event's supplementary regulations, a larger and variable penalty free window is allowed. For a more detailed explanation please refer to Appendix D.
- b** Organizers must keep in mind at all times that safety must prevail and therefore they should use PAUSES, FREE ZONES, and adequate transit allowances to alleviate the need for speeding.
- c** A maximum of 5 minutes (300 points) will be assessed for missed controls or maximum lateness after the control has closed to a maximum of 600 points in any one regularity.
- d** A car is considered DNF (Did Not Finish) if it did not pass at least one control in each leg, as defined by the event. Legs will generally be bounded by gas stops or overnight stops.
- e** Standard control procedure is to drive by controls without stopping. The control official will record the time.
- f** The location of each control must be confirmed during the event, and any errors corrected before scoring is done.

10. Supplementary Regulations

- a** The Supplementary Regulations shall be sent prior to the event to let potential competitors know about the particulars of the event. They MUST include the following.
 - i/ Title - the name of the event
 - ii/ Organizer - the club that's organizing the rally and the mailing address for registration and the phone number of the registrar, and the name and phone number of the rallymaster.
 - iii/ Affiliation - that the rally is held under the Rally Pacific Motorsports Association TSD Rally Regulations and the C.A.R.S. General Competition Rules, and indicate if it is part of any championship series.
 - iv/ Venue - the location of the start and finish and approximate route from the one to the other. Also to include the location of any overnight stops with approximate arrival and departure times.
 - v/ Schedule - schedule of important dates including opening and closing of registration, tech inspection, closing date of pre-registration, and fees for the event.
 - vi/ Type - gravel, pavement, snow, and the approximate estimate of percentage of each.
- b** Any other pertinent information or other requirements pertaining to the event.

11. Administration of the rally

- a** The route should be checked as closely as possible before the event to ensure route integrity.
- b** The route should be run and instructions, timing calculations, and control locations checked by someone other than the writer, preferably by the steward.

c A course opening and a course closing vehicle should be used to ensure controls are located properly with the closing vehicle helping to extricate competitor's vehicles as well.

d Registration must be held at the start of the rally, during which the registrar must check all competitors' documents for validity and have them sign waivers, and assign car numbers.

e Technical inspection must be held at the start of the rally in which a scrutineer checks all competitors vehicles for safety problems and conformance to the rules and particularly Section 4(Safety). (see Appendix B)

f A drivers meeting, starting not less than 30 minutes prior to CAR 0 out time, shall have an introduction of officials and will go over specific points regarding the event. The Steward must be present at this meeting.

g Provisional event results will be posted as soon as possible after the due time of the last car and become final once the results have been circulated and each team has had a reasonable chance to see and study them, unless:

- i/ corrections are made, then after the final corrections once the revised results have been circulated and each team has had a reasonable chance to see and study them, or
- ii/ if grievances are filed.

h Points for the Championship are based on the number of cars finishing ahead of you (by score). Ties shall be broken ONLY for the purposes of award presentations and shall be based of the most zeros, ones, twos, etc.

i Results shall be posted to the ~~RallyBC~~ RPM website within 7 days of the end of the event.

- i/ official distance of the rally
- ii/ finishing position listed in order and class
- iii/ name and address of competitors and Car #
- iv/ points lost at each control and the totals, listed against Car #
- v/ acknowledgment of sponsors, stewards, workers, etc.
- vi/ all the relevant information on the Event Document which originally announced the event.

j Fees are payable to Rally Pacific Motorsports for Championship events by the organizing club:

- i/ ~~sanction fee, payable upon application for Championship status, one month before event, \$5~~
- ii/ ~~performance penalty bond, payable upon application for Championship events status, no less than one month before event, \$100, which is partially or fully refundable after the event, levied by a vote of the RPM BOD, depending on the RPM Board's evaluation of the event.~~
- iii/ per car levy, payable at or before the next RPM meeting, \$20 per car entered for 2 day events ; and \$15 per car for one day events.

k ~~Fees for Non-Championship Events—per car levy of \$5, payable at or before the next RPM meeting.~~

l Organizers should notify the nearest RCMP detachment about the event.

Note: j & k fee changes voted on July 2007. They are to become effective Jan 1 2008

i was voted on Nov 2008. To be effective Jan 1 2008

12. Stewards for Championship events.

a Rally Pacific Motorsports Association shall appoint a Steward, and cover reasonable expenses for the Steward to pre-run the course and be present at the event.

b The Steward should be present for the event but **MUST** be there for the finish in order to hear protests and grievances. They will be available to answer organizers questions during set-up of the event.

c The Steward will be required to submit a form to the Rally Director and organizers stating whether or not any decision was needed and detailing any ruling made.

d The steward's decision shall be final and binding unless appealed.

e If the steward cannot be present to hear grievances, 3 people will be required to hear inquiries or protests. Selection may be from any and all rallyists whether competitors or organizers, except the grievor or the person(s) said to be the cause for the grievance. This group of 3 will be considered to be the steward.

APPENDIX A

Taken from the CARS RALLY GCRs

1.9 Order of Precedence in Application of Rules and Regulations

...the following defines the order of precedence of these rules and regulations.

- (a) The Rally General Competition Rules;
- (c) C.A.R.S. bulletins
- (d) Regional rally regulations
- (e) Series Supplementary Regulations
- (f) Event Supplementary Regulations

Where conflict arises between these documents, the superior (first mentioned) document shown in the above list shall apply, except that bulletins may modify superior documents.

4.9 Withdrawal

An entry may be withdrawn:

- (a) without penalty, up to 48 hours before the start of registration;
- (b) with up to 25% of the entry fee in penalty, less than 48 hours before the start of registration (percentage at organizer's discretion);
- (c) with up to 100% of the entry fee in penalty after the opening of registration (percentage at the organizer's discretion).

4.13 Refusal of an Entry

The organizers have the right to refuse an entry at their discretion without giving a statement or reason for refusal...Such refusal is final and not subject to appeal...

APPENDIX B

Vehicles not meeting the inspection requirements may be excluded from entering depending on the seriousness of the problem. Note will be made of any corrections required and these corrections **MUST** be made by the next rally or vehicle be subject to either exclusion from that rally, or a fine (25.00 per correction) payable to RPM.

APPENDIX C

Accident Procedures for Competitors

1. Any team having an accident shall attempt to do the following:

a Verify that members of the team are not injured.

i/ If injuries have occurred, tend to treatment of injuries to the point where one member may safely seek help, which is usually the next competitor.

ii/ If minor injuries, or none, secure the safety of the accident site, and wave on following competitor(s).

b Secure the safety of the accident site by placing the emergency triangle, on the same side of the road that the vehicle is on (or off), or the middle if the road is blocked.

2. Any team coming upon the scene of an accident (regardless of whether it is a rally entrant or other) is expected to do the following.

a Verify that accident victims are not injured.

i/ If the people involved in the accident do not require emergency help, the navigator must make note of the distance (mileage point within the rally) and make note of the time of departure and the team shall proceed maintaining previous average speed (CAS). {For rally scoring purposes we shall take the arrival time at the scene of the accident to be a perfect zero thereby not penalizing the team for stopping!}

ii/ If injuries have occurred, tend to treatment of injuries to the point where the emergency is over and the people are able to be left safely. One member of the team must secure the safety of the accident site, and wave on following competitor(s) unless additional help is required.

b Secure the safety of the accident site by placing an emergency triangle, on the same side of the road that the vehicle is on (or off), or the middle if the road is blocked.

c After the people involved in the accident no longer require emergency help, the navigator must make note of the distance (mileage point within the rally) and make note of the time of departure and the team shall proceed maintaining previous average speed (CAS). {For rally scoring purposes we shall take the arrival time at the scene of the accident to be a perfect zero thereby not penalizing the team for stopping!}

APPENDIX D

Winter Rally scoring explanation

At the first control, scoring will be 1 penalty point per second early or late from absolute rally time, less a one second grace period. If you are late X seconds at a control, the grace period at the next control will be from 1 second early to (X + 1) seconds late. If you are early X seconds at a control, the grace period at the next control will be from 1 second late to (X + 1) seconds early. In every case, the grace period depends only on the immediately previous control.

Scoring example:

If you are 35 seconds late at the first control, you are assessed 34 points. If you are then 41 seconds late at the next control, you are assessed 5 more points (grace period was 36 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was 42 seconds late). If at the next control you are back to 35 seconds late, you are assessed 9 more points (grace period was 26 seconds late). If at the last control you are 18 seconds early, you are assessed a further 17 points, for a total of 65 points.

APPENDIX E

STEWARDED DETAILS

1. Required for all Championship rallies (12. a., b.) All effort must be made to ensure availability. If a Steward is not able to be appointed the event remains sanctioned but:

a. For the pre-run (12. a.) another competent rallyist must be chosen by RPM.

b. at the end of the rally BC Rally Rules Article 12. e. will apply for grievances.

2. Assignment

The Steward is assigned by, and reports to, the RPM Board.

The Steward shall primarily be appointed from the following current list (updated annually)

Bart Vogelzang

Dennis Wende

Gil Stuart

Glyn Trafford

Janie Ransom

John McLaren – interest not confirmed, but approved

Ken Kwong – interest not confirmed, but approved

Paul Westwick

Roy Lima

Ryan Matthews

List approved December 2007 at RPM AGM.

The following are the required criteria to be used by the RPM Board when updating the list:

a. Must be knowledgeable in and experienced with the current BC TSD Rally Regulations

b. At least 3 regional events as senior co-organizer within any 3 years

c. No more than a 2-year hiatus from either organizing or stewarding

d. Request to be on the list, and have experience as a worker (checkpoint minimum), and as a competitor in BC Championship TSD rallies for at least 5 years.

- e. Be willing to have their name added
- f. Be approved for addition by a majority of the Board

Exclusion From Consideration

An individual who meets the conditions set out in 2 a. may be excluded from consideration as steward by a 2/3 majority vote at an open RPM meeting, with the potential steward being advised of the upcoming vote, and being given clear reasons for exclusion if rejected.

Special Appointment

The RPM Board may appoint a competent person not on the current list to Steward a specific event if necessary.

3. Authority & Duties

The Steward is the Official representative of RPM, the sanctioning body, and as such shall:

- a. Be knowledgeable with the current B.C. Rally Regulations
- b. Make a pre-run of the route within two weeks prior to the rally (11. a.) to be satisfied with its compliance to the current regulations by:
 - i/ obtaining from the rallymaster the finished route instructions (RI's), complete with tulips, signage, and mileages. (11.b.)
 - ii/ navigating the complete route in a vehicle equipped with an odometer capable of duplicating the RI's
 - iii/ navigating the complete route as closely as possible to the time of day/night as the actual event. (7.1.)
 - iv/ NOTE any discrepancies between the actual route and the RI's.
- c. Submit any revisions required to the RI's to the Rallymaster as soon as the pre-run is finished. The Steward must retain a copy of the required revisions.
- d. Be present shortly before and at the Driver's meeting (11.f.) to verify that the required revisions to the RI's have been made. Any omissions shall be finalized with the Rallymaster and announced at the Driver's meeting. NOTE: It has happened that rallymasters have made changes in the RI's other than those required by the Steward. Since this situation is impossible to check out shortly before the Driver's meeting, any such changes shall be considered the sole responsibility of the Rallymaster and the organizing club.
- e. Be present at the end of the event to make any decisions on grievances properly submitted by competitors. (12.b.)

4. Steward Report

The Steward shall submit to the RPM Board via the RPM President, a final report within two weeks of the event. Appendix F is a sample of such a report form to show format and some of the information required. More information can and should be included as needed.

5. Steward Reimbursement of Expenses

The Steward shall submit to RPM for expenses incurred in performing the duties of Steward for the event. (12.a.) The following expenses can be reimbursed based on receipts for both pre-run and the event. The RPM Board of Directors reserves the right to exclude any expenses it feels to be unwarranted.

a fuel - please fuel up before commencing identifying this fillup. All subsequent fills are valid expenses till you do the final fillup at home.

b Shared accommodation - Normal procedure is that organizer accompanies thereby stopping Steward from becoming hopelessly lost in case of a really bad instruction.

c Ferry crossings

d One dinner and one breakfast during each of pre-run and event. Also meal at the official end of the rally during which Steward presence is required. Note, this could be the same as one breakfast if an all night rally.

e Photocopying and mail costs to make pre-run report to organizer and final report.

APPENDIX F

Rally Pacific Motorsports STEWARD REPORT ON DECISIONS REQUIRED Report to be submitted to RPM within 2 weeks of event	
<small>Please fill in and save a copy of this form. If you are using Acrobat Reader, you can download the CutePDF Writer utility (http://www.cutepdf.com/Products/CutePDF/writer.asp - download and install both files) to "print" form as a pdf (File>Print>select Printer Name "CutePDF Writer"). Email copy to paul @ rallybc.com, then print and sign form and mail to RPM, 2065 Alpine Court, Coquitlam, BC, V3J 2K7</small>	
DATE:	
DATE OF EVENT:	
NAME OF EVENT:	
GENERAL LOCATION OF EVENT:	
NAME OF ORGANIZING CLUB:	
NAME OF ORGANIZER:	
During this rally I was only required to make some changes to the Route Instructions.	
During this rally I was required to make a decision on an inquiry (13.c.1/). This was regarding - - - (use back of page if more room needed)	
and involved Article _____ of the BC Rally Regs / CARS GRC's (circle applicable).	
My decision was - - -	
This was not sufficient and I was given a protest (13.c.2. & 9.2 & CARS 9.) My decision was - - -	
An appeal was launched (13.c.3/ & CARS 10.) which will have to determine the final decision.	
Signature of Steward	

APPENDIX G

Important note on safety equipment: The regulations on minimum mandatory first aid equipment have been tightened for 2005. Because our events take place on remote roads, far from medical help, in the unlikely event of an accident involving injury, the first people on the scene will be other competitors, and they will be the people best positioned to administer first aid. To that end, where the regulations used to require only a basic first aid kit, contents undefined, RPM has now defined what must be in that kit:

- 10 Cleansing Wipes
- 25 Adhesive Bandages 1.9cmx7.5cm
- Knuckle Bandages
- 4 Fingertip Bandages
- 2 Gauze Pads 5cmx5cm
- 3 Gauze Pads 7.5cmx7.5cm
- 3 Gauze Pads 10cmx10cm
- 1 Elastic Gauze Bandage 5cm x 4.5m
- 1 Elastic Gauze Bandage 7.5cm x 4.5m
- 1 Pressure Bandage 10cmx10cm
- 1 Abdominal Pad 12cmx22cm
- 2 Oval Eye Pads
- 10 Butterfly closures
- 6 Cotton tip applicators
- 1 Tongue depressor
- 2 pair Vinyl gloves – 1 extra over kit
- 1 pair Scissors 14 cm
- 1 First Aid pocket guide
- 1 adhesive tape 2.5 cm x 4.5 m
- 1 pair tweezers
- 1 Cold compress
- 3 Triangular bandages – 2 extra over kit
- 2 space blankets - additional

It is the responsibility of the competitor to provide and carry a First Aid Kit containing, as a minimum, all of the listed items.