

# BULLETIN



**BULLETIN No.: 2017-04**

**Subject: Rule Changes**

**Issue Date: Sept 30, 2017**

**Effective Date: Immediate Implementation**

## #1 Change of Crew rules

**Rationale:** During NEFR 2017, the stewards approved a change of crew after injury to the co-driver. The team & organizers requested the change based upon 6.2.3 (CARS rule reads the same as in the ARA rules) However, there is another rule in CARS (11.1.4) which prevents changing of roles during stages.

This rule change is intended to clarify the criteria by which the stewards can approve a change in crew or vehicle and re-affirm the long held concept that, once a rally starts, no change in either of the crew or the vehicle is permitted. Also, years ago the FIA referred to co-driver as the 2<sup>nd</sup> driver. This is no longer the case so we should drop it from our terminology as driving is not considered a co-driver's role.

### GCR 2 TERMINOLOGY

#### CO-DRIVER

In a performance rally the person normally charged with interpreting the route and timing instructions. ~~Also known as the second driver.~~

#### 6.2.3 Authority and Duties of the Stewards

(l) Authorize the change of **one of: the driver, co-driver** or automobile **in a performance rally, up to one hour prior to the Car 0 start time at the first time control of the rally.**

#### 11.1.4 Change of crew

- a) During a ~~national~~ performance rally, no change of crew ~~and/or~~ vehicle as listed on the official entry form ~~list (see 21.8.10)~~ for the event is permitted, **unless a pre-start crew/vehicle change was authorized per 6.2.3 (L)**, ~~and, further,~~
- b) During a ~~national~~ performance rally, the crewmember listed on the entry form as driver shall operate the vehicle at all times while on special stage. Switching of duties during

stages shall result in exclusion from the event and the entry shall be recorded on the results as a DNF **as per 15.14**.

- c) **During a performance rally**, switching of **driver/co-driver** duties during transit sections is permitted. ~~See 15.14.~~
- d) Change from (b)
- e) Change from (c)

15.14 DNF

15.14.1 Competitors who:

- fail to complete a stage or transit
- are beyond their maximum lateness
- have surrendered their time card to a rally official
- have missed a control
- have lost a wheel
- are badly damaged after an off
- are unable to continue as the registered crew
- **switched duties while on a stage**

shall not compete further in the rally unless they re-start the rally under the provisions of 15.15.  
Competitors.....

## #2 Re-Seed Methodology rule change

Rationale:

Due to questions about re-seeding methods being used across the country, an up-dating of the wording and the addition of the method used in the western events were added along with a new requirement for organizers to indicate which method will be used in their rally.

15.3 Re-Seed Order

After initial start, the **re-seed** ~~restart~~ order will be determined for the subsequent leg, based on one of the following:

15.3.1 Each entry's provisional overall standing based on stage times only.

15.3.2 Each entry's total sum of each stage's overall placing less the worst position (the entry with the lowest total sum starting first) **In the case of a tie, the overall standings should be used as a tie breaker.** For example:

GAR	Stage 1	Stage 2	Stage 3	Total less the worst	Restart
1	1	1	7	2	1
2	3	3	3	6	3

3	2	2	2	4	2
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Car	Overall time	Stage 1	Stage 2	Stage 3	Total less the worst	Restart
1	37:00.2	1	1	7	2	1
2	37:14.5	2	4	4	6	4
3	37:22.5	3	3	2	5	3
4	37:05.3	4	2	3	5	2

**15.3.3 Each entry's median pace based upon % of fastest (the entry with the highest median pace starting first) In the case of a tied overall pace, the overall standings should be used as a tiebreaker. For example:**

Car	Overall time	Stage 1	Stage 2	Stage 3	Median pace	Restart
1	37:00.2	100	100	98.3	100	1
2	37:14.5	99.1	98.0	97.5	98.0	4
3	37:22.5	98.5	98.3	98.8	98.5	3
4	37:05.3	98.1	99.2	98.5	98.5	2

No matter which method above is used, assigned times must respect 13.1.1.2

The organizer, after approval of the Steward(s), may place competitors in a different **re-seed** ~~restart~~ order than their scores would normally have entitled them. Such decisions are not grounds for inquiry.

19.2.7 -new (e) **Choice of re-seed methodology to be used in the rally (see 15.3).**

### **#3 Distance between Refuelling and Service rule change**

Rationale: As a result of competitor requests for re-consideration of the present distances required before a re-fuelling opportunity, CARS has adopted a ratio of fuel burn to stage and transit distances along with a re-definition of the minimum requirement for service stops.

13.2.5 **A minimum of at least one service stop shall be provided for each leg of the rally, except for the last leg of the rally. All service stops are to be at least 20 minutes in duration.** ~~must be located not more than 150 Km apart except where circumstances forbid and the National Series Manager or the CARS Director from the host region authorizes an extension. The distance (If in excess of 150 Km) must be stated in the supplementary regulations (as detailed in 19.2.16. below)~~

**13.2.6 Refuel opportunities must be located so that competition vehicles do not require more than 54L (60L – 10% buffer) of fuel using a fuel burn rate of 0.75L/Stage Km and 0.25L/Transit Km. Refuelling should occur at the end of a service stop, but extra remote refuel opportunities can be used to meet these requirements.**

13.2.67

~~19.2.16 the maximum distance between gas stops. If greater than 150 Km (see 13.2.5)~~