

BULLETIN



BULLETIN No.: 2018-02

Subject: Rule Changes

Issue Date: May 16, 2018

Rule Change #1 First Car Out/Car Zero

Effective Date: July 2, 2018

Historically, in Canadian performance rallies, Car Zero was the theoretical, first car to start a rally (or a stage) and car zero's time was used as the time used for calculations for timing and for when rally cars could be allowed to start the rally or a particular stage which was one minute after theoretical car zero's time. Over time, the course opening car became three opening vehicles (Cars 000, 00 and 0). In order to reduce any possible confusion with the term Car 0, any reference to Car zero timing in the regulations will now be "First Car Due" timing references. Any mention of Car 0 will now refer to one of the course opening vehicles.

GCR: 6.2.3 (revised) "Authorise the change of one of: the driver, co-driver or vehicle in a performance rally, up to one hour prior to the ~~Car 0~~ **First Car Due** start time at the first time control of the rally;"

NRR: 13.3.9c (revised) "The time of ~~car "0"~~ **First Car Due** is to be included for every control identified in the route book;"

NRR: 16.1 (revised) "At all controls where time is recorded or in the instructions, the official distance and due time of ~~car "0"~~ **First Car Due** should be available to competitors."

NRR: 18.1.5a (revised) "Instructions for service crews, giving locations of approved service areas and the expected arrival time and direction of ~~car "0"~~ **First Car Due**. Instructions for service crews should be available at least three hours before departure of the first vehicle."

Rule Change #2 Minimum Transit Times

Effective Date: July 2, 2018

Arising from competitor concerns about transit times sometimes being too tight, an adjustment has been made to how transit times are to be determined by the organizer.

NRR: 13.3.11 (revised) “The minimum time allowance for any transit section is the time required to cover the section at 20% below the posted speed limit plus ~~three~~ **five** minutes, or a total of ~~five~~ **seven** minutes, whichever is greater. If the transit includes a refuelling zone, then an additional five minutes must be included.”

Rule Change #3 CARS National Scrutineer

Effective Date: May 10, 2018

The creation of a CARS National Scrutineer has been a long term goal for CARS and, following input from the organizers and others within the sport, the CARS Board carried out a trial at the last two CRC events in 2017 to test out concepts and responses. The CARS board has approved the creation this new role to enforce CARS safety and vehicle class regulations at CRC events.

2. Terminology

(new)

NATIONAL SCRUTINEER

CARS official, appointed by the CARS Board, attending CRC events in support of the Technical Director and the interpretation and application of the technical rules.

6.1.2 CARS Officials: add “**CARS National Scrutineer**”

6.5 (b) Technical Director (revised) “**Manage the National Scrutineer and scrutineering process** ~~Co-ordination with event scrutineering teams~~ to ensure uniform standards across the country.”

6.6 (new) **National Scrutineer**

The CARS National Scrutineer is appointed by the CARS Board and reports to the CARS Technical Director. The National Scrutineer will be expected to attend all CRC events to represent the CARS technical position and support consistent interpretation and application of the technical rules.

The CARS National Scrutineer will support the event Chief Scrutineer and his team by providing guidance and assistance with the scrutineering process, technical rules interpretation, class interpretation and compliance.

- a) **Support the Chief Scrutineer with technical inspection.**
- b) **Support the Chief Scrutineer with re-inspection of vehicles re-starting the rally after repairs or an incident involving the vehicle.**
- c) **Provide technical rulebook interpretations.**
- d) **Rule on technical rule and class compliance.**

Rule Change #4 Entrant's Responsibility

Effective Date: May 10, 2018

With the addition of Vehicle Tracking Devices equipment and recent adoption of 'user' fees by some jurisdictions for first responder services attending incidents (including ambulance and fire services), it has become necessary to address whose responsibility it is for any costs with damage or loss of such equipment and any 'user' fees.

NRR: 5.10 (revised) Responsibility of Entrant, Competitors or Others

“The entrant shall be responsible for:

- (a)** All acts or omissions on the part of his/her competitors, or service crew, but each of these shall also be responsible for any infractions of these Rally GCRs, CARS Rally Regulations, Supplementary Regulations or instructions to competitors;
- (b)** Beyond what insurance coverage the event may have in place for medical and fire, user fees for responders (Medical, Fire, Recovery) are the responsibility of the entrant;
- (c)** (Exception) Any equipment installed in a competitor's vehicle by media or provided/installed by the event is at the media or event's own risk.