



**Classic Road Trials Australia:**

**3 Day Trial Regulations**

**November 17<sup>th</sup> to 19<sup>th</sup> 2017**

## Format

Over the three days between November 17<sup>th</sup> and 19<sup>th</sup> 2017 competitors will participate in 6 equally weighted scored events which will be aggregated to form overall results. Further details on how scores will be calculated are covered in the Scoring section below. Following the competitive events there will be a presentation dinner in Melbourne.

### Friday

¼ Mile sprints – Dial your own (regularity) knockout competition (Heathcote Park Raceway)

Friday afternoon road trial

### Saturday

Hillclimb (Wodonga TAFE Logic Driver Training Complex)

Tarmac Motorkhana (Wodonga TAFE Logic Driver Training Complex)

### Sunday

Sunday morning road trial

Sunday afternoon road trial

Presentation Dinner – Royston Hotel – 12 River Street Richmond

## Entries

### Entry Fees & Inclusions

The full entry fee is AU\$1,795, however a 15% early entry discount will be offered prior to September 15<sup>th</sup>, please refer to the schedule of fees below:

Entry Date	Entry Fee
Before September 15 <sup>th</sup>	\$1,525.00
September 15 <sup>th</sup> onwards	\$1,795.00

Entry fees are on a per vehicle basis, and covers participation in all road and competition sections as well as gourmet catered lunches and a presentation dinner on Sunday evening at the culmination of the event for both the driver and co-driver. A maximum limit of 2 people per car applies. The driving may be shared between the driver and co-driver on both the road and track sections, however scoring will not differentiate between the two - ie. the car/entries best time will count towards the final result, and who was behind the wheel at the time will not be recorded in the results.

### Vehicle Eligibility

All road registered vehicles manufactured before 1989 are invited to participate. More modern vehicles which fit into one the following categories may also participate subject to approval:

- Modern sports & supercars
- Vehicle models released before 1989, but which continued to be produced on or after 1<sup>st</sup> January 1989 (these will be in the Modern Sports & Supercar category for scoring purposes)

## Classes

Vehicles will be separated into a number of categories for the purposes of scoring and awards as follows, based on build date:

Pre War – Up to December 31<sup>st</sup> 1945

Early Classic - January 1<sup>st</sup> 1945 to December 31<sup>st</sup> 1959

Middle Classic – January 1<sup>st</sup> 1960 to December 31<sup>st</sup> 1973

Late Classic – January 1<sup>st</sup> 1974 to 31<sup>st</sup> December 1988

Modern Sports & Supercar – Entry by application - not eligible for some prizes

## Events/Scoring

### Motorkhana & Hillclimb

100 points each will be available for the motorkhana and hillclimb events. Within each type of event the points available will be divided evenly across the tests/courses completed. For example if 2 hillclimb courses are run each will be worth 50 points.

To take some account of the varied levels of performance of the cars competing for the overall prize times will be normalised against the fastest car in class for scoring purposes (on a per test/track basis).

The fastest time in class will receive full points for the particular test; all other competitors will receive points spread proportionally between the fastest time, and this time +40%. The lowest score awarded to any car completing the course successfully will be 20% of the points available.

As an example, if the fastest car in class has a 60s time it would gain full points. A second car with a time of 84s or slower would receive 20% points. A third car with a 66s time would receive 80% of full points. The table below is a handy reference for working out point scores.

Time	Points
Fastest	100%
+5%	90%
+10%	80%
+15%	70%
+20%	60%
+25%	50%
+30%	40%
+35%	30%
+40% +	20%

### Motorkhana penalties:

Motorkhana times will be recorded with penalties applied per the following:

- Knocking any marker - plus five seconds each infringement
- Finishing a test with part of the vehicle out the end of the finish garage - plus five seconds
- Failing to halt completely at the finish of a test - slowest time plus five seconds
- Finishing a test with completely outside the finish garage - slowest time plus five second
- Wrong direction - slowest time plus five seconds

## Road Trials

Competitors will be required to navigate based on a series of clues provided at the start of each section. In all cases:

- To avoid any risk of competitors heading in the wrong direction entirely the final destination of each section will be advised in the instructions provided
- All roads used will be sealed
- Maps will be supplied as required

100 points will be available for each road trial section. Exact scores allocated will be noted in the instructions for the section; however these will be awarded based on:

- Reaching checkpoint/s along the route
  - these may be marked in the instructions or secret
  - points are awarded for both arriving, and also arriving in the correct direction
- Answers to questions which demonstrate the correct route was followed – most often questions will be related to roadside signs or landmarks

## 1/4 Mile

A maximum of 100 points will be available for the ¼ mile event.

The race format will be dependent on the exact number of competitors and will be communicated on the day. In general it will fall in to the category of a round robin and/or knockout competition, where a number of points are allocated to each win.

In order to make the race between vastly different cars competitive entrants will be given the opportunity to “Dial-In” (nominate) a target time. The competitor closest to their nominated time, without going quicker than it, will be the race winner - essentially making this a regularity competition where consistent, precise driving is rewarded. As most competitors will have limited ¼ mile experience:

- Practice will be available prior to nominating a time
- The Dial-In value nominated should be the minimum time you think your car will take to travel over the ¼ mile distance
- It is recommended to add a little buffer to your Dial-In, as you are not permitted to go quicker than it

When racing the difference between the nominated times of the two cars racing is used to give the slower car a head start. The winner of the race is determined by the first car to cross the finish line, except in the following cases:

- Should a driver go quicker than their "dial-in" they are said to have "broken out" and are disqualified - the other car is determined the winner
- If both vehicles run quicker than their dial-ins, the win goes to the driver who breaks out the least.
- A foul start (or "red light") will also award the race win to the other competitor. This happens when the driver reacts to the "Christmas Tree" too quickly and drives his car away from the starting line before the green "go" signal
- When dual infractions occur, say a red-light and then a break-out, the red-light takes disqualification precedent over the break-out

# Registration, Licensing, Insurance, and Road Rules

## Registration

- All vehicles must be registered to legally drive on the public roads for the duration of the event. This includes club permits with an appropriately completed log book.

## Insurance

- All vehicles must be insured to be driven on the public roads for the duration of the event, comprehensive insurance is strongly recommend
- It is unlikely your insurance will apply during the track events so please keep this in mind
- The organisers will not be liable for any damage to vehicles during the event

## Licensing

- All drivers during road trial sections of the event must be suitably licensed - these will be conducted on public roads and therefore all road rules will apply
- All drivers who will take part in the ¼ Mile event must maintain a civil drivers licence
- All drivers who will compete in the hillclimb and Tarmac Motorkhana events must have a current CAMS level 2S licence OR
- For drivers who do not have a CAMS level 2S licence a temporary license will be available at no cost

## Road Rules

- All road rules must be obeyed at all times while on public roads - this includes speed limits
- Police will be notified of the event and any teams who receive a traffic infringement will also receive a penalty applied to their score. The penalty will be decided at the discretion of the organisers.

## Navigation Equipment

During road sections competitors will need to navigate based on a series of instructions and clues.

- All navigation during road trial sections must be completed using paper maps
- Maps will be supplied as required
- **Any form of electronic map or GPS system is forbidden** - any entrant caught cheating will be penalized at the discretion of the organisers
- Non-electronic navigational devices (eg. a compass) are allowed, but not required

## Vehicle Requirements

- All vehicles must be in a safe and roadworthy condition (the organisers reserve the right to exclude vehicles deemed unsafe from the event)
- All vehicles must have an overflow bottle fitted to the radiator; this may be a plastic bottle or similar fitted temporarily for the event - the purpose is to prevent vehicles leaving coolant on the track which may cause a hazardous situation
- Vehicles must not leak oil or any other fluids onto the road/track
- All vehicles must have at minimum a 900 gram dry chemical fire extinguisher on board and easily accessible, mounted securely in a metal bracket
- Forward opening bonnets/panels (eg. front luggage compartment) must be fitted with a secondary restraint. For most vehicles this will consist of the factory fitted safety catch, however if your vehicle does not have a secondary safety catch an alternative auxiliary fastening method will be required

## Helmets & Protective Clothing (Motorsport Sections Only)

- An AS1698 compliant helmet must be worn during motorsport sections, all helmets must be in sound condition and it is strongly recommend that they are of a full face design
- During motorsport events long sleeves, long pants, and closed shoes made from a flame resistant materials (eg. cotton, leather) must be worn

## Timing

- ¼ Mile and Hillclimb timing will be electronic utilising the systems provided by the track facilities
- Tarmac Motorkhana timing will be by stop watch based on the officials best judgement
- Any road event timing will be timed using rally time via synchronised clocks and will be accurate to the nearest second based on the officials best judgement

## Awards

The following trophies will be awarded at the presentation dinner:

- Outright – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>
- Class Trophies – 1<sup>st</sup> overall for each class (Pre War, Early Classic, Middle Classic, Late Classic, Modern Sports & Supercar)
- Road Trials Champion (Best combined scores from road trial sections) – 1<sup>st</sup> and 2<sup>nd</sup>
- King of the Hill (Best combined times from the Hillclimb and Motorkhana) - 1<sup>st</sup>
- DYO champion - 1<sup>st</sup>
- Teams prize – 1<sup>st</sup>

Modern Sports and Supercar category vehicles will not be eligible for the following awards:

- Outright - 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>
- King of the Hill