



Rally Rules and Regulations

DRAFT PENDING OFFICIAL APPROVAL



This copy of the Ontario Rally Regulations was published on January 25th 2007.

The printed version marked with the RSO seal (held by the Secretary) represents the official version of the regulations.

Changes to rules are made by the Board of Directors, based on input from membership and the appropriate RSO Vice President. These changes can be made at anytime, however any change made after the start of a competition year will not retroactively affect the scoring of points within that year.

These regulations are intended to assist in the conduct of competitors and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these regulations.

By participating in these events, all participants are deemed to have agreed to be bound by these Rules and Regulations.

WARNING

Motorsport can be dangerous. Despite the organizer taking reasonable precautions, unavoidable accidents can happen. You are present at your own risk.

www.rallysport.on.ca



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INTRODUCTION

These Rules and Regulations are issued by the RallySport Ontario, as a supplement to the Canadian Rally Regulations as issued by Canadian Association of Rally Sport [CARS] and apply to all rallies run in Ontario.

The RallySport Ontario Committee administers the sport of car rallying in Ontario including rallies from beginner level to the Canadian Rally Championship level.

The first and foremost level of rallying in Ontario is the club beginner rally. This type of event typically takes the form of a short navigational fun rally. Many club rallies are for the true novices', those who are new to the sport. All that is necessary to know in order to compete is given in the rally instructions. These beginner "club rallies" are not administered directly by the RallySport Ontario Committee but are bound by these regulations.

There are two Ontario Championship series of rallies currently being run within RallySport Ontario. The first is the Ontario Road Rally Cup (ORRC) which is a series of club-run events in a navigational rally series spread throughout the year. This series is an inter-club competition designed to promote the growth of navigational rallying within Ontario. These rallies are suitable for varying levels of competitor and offer diverse rallying experiences.

The second series is the Ontario Performance Rally Championship (OPRC) which also consists of events spread throughout the year. This series is of the "stage" format running on closed roads. These rallies offer competitors moving up in the sport of rallying an opportunity to gain experience with the same type of route instructions, as they would see in competing towards the Canadian Rally Championship.

The Rally of the Tall Pines, one of the rallies in the Canadian Rally Championship, is held in Ontario. Canadian Rally Championship events are held across Canada. These events are organized to appeal to novices and the very serious competitors.

If you wish further information or clarification on these rules, do not hesitate to contact any member of the RallySport Ontario Committee.

The original version of these rules is maintained by the ~~ORRC Steward~~ Secretary. A copy may be viewed at <http://www.rallysport.on.ca>

In the case of a discrepancy, the original version will be taken as the official version

Published by
RallySport Ontario
Affiliated with Canadian Association of Rallysport [CARS]
Affiliated with ASN Canada FIA

RallySport Ontario is the sanctioning body for rallysport in the province of Ontario, under the Canadian Association of Rally Sport and ASN Canada FIA.
This includes Road Rally, Performance Rally, RallySprint and RallyCross.

NOTE

This rulebook is a draft version. It is authorized for use pending official approval at a meeting of the RSO Board. Please check for any changes from this version once the official rulebook is published.

RALLYSPORT ONTARIO EXECUTIVE

(exec@rallysport.on.ca)

(www.rallysport.on.ca)

Names and positions of the current Executive are on the RSO web site.

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British Empire Motor Club

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Kitchener-Waterloo Rally Club

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Maple Leaf Rally Club

Box 727
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M3M 3A9
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Motorsport Club of Ottawa

P.O. Box 65006
Merivale Post Office
Nepean, Ont.
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www.mco.org

Peterborough Motor Sports Club

P.O. Box 131
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Toronto Autosport Club

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L4S 1V3
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REGULATIONS FOR PERFORMANCE RALLIES

1 GENERAL

These Regulations apply to performance rallies organized within CARS - RallySport Ontario region and are in addition to the CARS General Competition Rules and National Rally Regulations.

2 SAFETY REGULATIONS

2.1 Self-Igniting Flares

Self-igniting flares should not be used at any time.

3 CHOICE OF ROUTE

3.1 Built-Up Areas

- 1) To promote the public image of rallying the use of Quiet Zones is recommended where normal rally traffic may generate adverse public opinion.
- 2) The Quiet Zone:
 - a. should be conspicuously identified in the instructions with distances for the Start and the Finish; and,
 - b. should have a maximum speed that is given in the instructions.
- 3) A competitor violates the Quiet Zone if any of the following is done during the Quiet Zone:
 - a. exceeds the maximum speed given in the instructions;
 - b. uses auxiliary lights; or,
 - c. drives in a manner likely to generate adverse public opinion, including weaving or "scrubbing" tires.

3.2 Black-Listed Areas

- 1) A list of roads where rallies may not be run is kept by the RallySport Ontario Director and is published to clubs from time to time. If an incident occurs which a club or club member feels should cause a road to be added to the list notification should be given to the Director.
- 2) The following areas and roads are not to be used by any RallySport Ontario club without prior written permission of the Rally committee. The committee will decide if the requesting club can approach the necessary municipal authorities in order to obtain such permissions as are necessary to use these areas and roads. Any permissions granted must then be posted at the start of the rally. Additions and/or deletions will be made as required. This list supersedes all previously issued ones.

- a) Restricted Townships
 - i) Mono Township - County of Dufferin. Township By-law allows 2 motorsport events per year; events must apply ahead of time for approval.

4 CONTROLS

- 1) There should be a briefing for marshals at the beginning of each rally at which time their duties will be explained to them.



ONTARIO PERFORMANCE RALLY CHAMPIONSHIP

Note: the format of this section has been changed significantly from the previous version. Because of the volume of changes, revision marks are only provided where the rules reflect a change in policy, i.e., where the changes are not simply a re-ordering or clarification of rules contained in the previous rulebook.

1 GENERAL

1.1 Definitions

The following descriptions are adopted for use in the Ontario Performance Rally Championship regulations and any appendices thereto:

CARS	Canadian Association of Rally Sport;
“The Championship”	The Ontario Performance Rally Championship or one of its constituent driver, co-driver or manufacturers championships;
OPRC	Ontario Performance Rally Championship;
RSO	RallySport Ontario;
Standalone Regional Rally	A Championship round held in Ontario that is not held in conjunction with a national-status rally.

Other terms shall have the same meaning as in the RSO Rally Rules and Regulations, the CARS General Competition Rules and the CARS National Rally Regulations.

2 APPLICABLE REGULATIONS

Each event in the Championship, and the OPRC as a whole, shall be held under the CARS General Competition Rules, the CARS National Rally Regulations, and the RSO Rally Rules and Regulations.

3 CHAMPIONSHIP EVENTS

3.1 General

- 1) The rounds of the OPRC shall be specified in the official RSO Event Calendar each year. RSO reserves the right to cancel, amend, or add any rounds of the Championship.
- 2) Driver and co-driver Championships accumulate points separately.

3.2 Listing Fees

Listing fees for each event shall be payable to RSO by the organizing club. The listing fees shall be as determined by the RSO Committee. The fees are shown in **Appendix A**.

3.3 Performance Bonds

A Performance Bond in an amount equal to the listing fee may be requested to be posted by the organizing club. This Bond shall be returned to the organizing club following the event, provided the event has complied with all the regulations and requirements. However, a portion or all of the bond may be forfeited if the event has not met all criteria.

The decision of the RSO Committee shall be final with regard to forfeitures.

3.4 Entry Levies

- 1) Each organizing club shall pay RSO a levy for each competitor started in a listed event.
- 2) RSO reserves the right to assess a levy based on stage distance to maintain the Road Damage Fund.
- 3) Fees are shown in **Appendix A**.

3.5 OPRC Championships

The OPRC shall consist of the following Championships:

- 1) Overall Driver and Co-Driver;
- 2) Novice Driver and Co-Driver;
- 3) Vehicle Class Driver and Co-Driver:
 - a) Open (including N4),
 - b) Group 5,
 - c) Group 2,
 - d) Production 4,
 - e) Production 3 (including N3),
 - f) Production 2 (including N2),
 - g) Production 1 (including N1);
- 4) Classic Driver and Co-Driver; and,
- 5) Manufacturers.

4 ELIGIBILITY

4.1 Competitor Eligibility

In order to qualify for the Championship or series awards or prizes, each competitor must be a member of an RSO club and hold a CARS National or Regional licence.

4.2 Vehicle Eligibility - Class Championships

Eligibility for each class championship shall be in accordance with the CARS National Rally Regulations, with the following exceptions:

- 1) N4 vehicles shall score in the Open Class championship;
- 2) N3 vehicles shall score in the Production 3 Class championship;
- 3) N2 vehicles shall score in the Production 2 Class championship; and,
- 4) N1 vehicles shall score in the Production 1 Class championship.

4.3 Vehicle Eligibility - Classic Championship

- 1) The Classic class is intended to provide a classification under which "low tech" Classic vehicles can compete, with the objective that they are prepared to a standard of competitiveness that would have been possible at the time of vehicle manufacture.
- 2) Vehicles must have been manufactured for a model year 20 years or more before the beginning of the current competition year. (Example: for 2007, vehicles from model years 1987 and earlier are eligible). Competitors are responsible to provide acceptable evidence of the actual model year of their vehicle.
- 3) Classic vehicles must be eligible for Production, Group 2 or Group 5.
- 4) Regardless of what is permitted in Production, Group 2 or Group 5, all mechanical and body components used in construction of a Classic vehicle must be era-correct.
- 5) Roll cages, seats, safety belts and anchorages, fuel cells, fire extinguisher systems, and other safety items are exempt from clause (4).

4.4 Championship Awards

Awards will be presented each year for each championship, based on the determination of championship in accordance with Section 6, as follows:

- 1) Four or more competitors: first, second and third place;
- 2) Three competitors: first and second place;
- 3) One or two competitors: first place; and,
- 4) Manufacturer: first place.

4.5 Novice Eligibility

Expert class will consist of all crews where the first driver, at the beginning of the current competitive year, has:

- 1) Been classed as Expert on the current National seeding system;
- 2) Finished first in the Novice Driver championship in any previous year; or,
- 3) Been deemed by the RSO committee to be at Expert level of experience.

All other drivers shall be deemed to be Novice class.

4.6 Event Awards Eligibility

All competitors entered in an OPRC event shall be eligible for event awards, even those not eligible for Championship points or series awards.

5 CHAMPIONSHIP SCORING

5.1 General

Series points shall be awarded for each event according to the overall finishing position of each eligible competitor in relation to other eligible competitors. (Example: if the 3rd place crew in an event is not eligible for series points, the 4th overall crew would receive 3rd place points)

In each rally, the co-driver will assume the classification(s) of the driver.

5.2 Overall, Novice, Classic and Manufacturers Championship Points

Overall drivers and co-drivers, Novice drivers and co-drivers, Classic drivers and co-drivers and Manufacturers shall score points individually for their respective Championships according to the following schedule:

Finishing Position	Points Awarded
1 st	20
2 nd	15
3 rd	12
4 th	10
5 th	8
6 th	6
7 th	4
8 th	3
9 th	2
10 th	1
11 th and lower	0

In addition, for the Overall drivers and co-drivers, Novice drivers and co-drivers, and Classic drivers and co-drivers Championships, competitors shall earn one (1) additional point for starting a Championship event and one (1) additional point for finishing a Championship event.

For the purposes of Championship scoring, “starting an event” shall be defined as leaving the first time control of the rally, and “finishing an event” shall be defined as completing the entire course of the rally without exclusion.

5.3 Vehicle Class Championship Points

Drivers and co-drivers shall score points individually for Vehicle Class standings per the following schedule:

Finishing Position in Class	Points Awarded
1 st	9
2 nd	6
3 rd	4
4 th	3
5 th	2
6 th	1
7 th and lower	0

6 DETERMINATION OF THE CHAMPIONSHIP

6.1 Driver and Co-Driver Championships

Except for Classic Championships, All driver and co-driver Championships shall accumulate series points as follows:

- 1) Championship standings shall be based on two thirds of the number of championship events, rounded up to the nearest whole number (Example: for 2007, two thirds of 6 events rounded up is 4).
- 2) The minimum number of Standalone Regional Rallies included in a competitor's Championship points is one fewer than the total number of Standalone Regional Rallies in the Championship (Example: for 2007, there are two standalone regional rallies, therefore the minimum number is 1).
- 3) Each competitor's total shall be the highest aggregate total of event Championship points scored, calculated in accordance with Clause 1, including scores for the minimum number of Standalone Regional Rallies (Example: for 2007, a competitor's score will consist of his/her best event score from a standalone regional rally, plus his/her three other best event scores).
- 4) If a competitor scores in fewer than the minimum number of Standalone Regional Rallies, the competitor shall score zero Championship points for each rally fewer than the minimum (Example: for 2007, if a competitor does not enter either standalone regional rally, his/her total championship score will be the sum of his/her best three event scores).

Examples:

Event (6 Round Championship)	Points		
	Example A	Example B	Example C
Rally 1	22	22	22
Rally 2 – SR	Not entered	17	(7)
Rally 3	22	22	22
Rally 4 – SR	(Not entered)	(Not entered)	12
Rally 5	(17)	(Not entered)	22
Rally 6	22	22	(22)
Total	66	83	78

Note: "SR" indicates Standalone Regional Rally; brackets indicate dropped rounds.

6.2 Classic Championship

Classic driver and co-driver Championships shall accumulate series points as follows:

- 1) Classic Championship standings shall be based on the total of all points awarded at events within Ontario (Example: for 2007, the Classic Championship score will be based on point totals from the Black Bear Rally, the Galway Cavendish Rally, and the Rally of the Tall Pines).
- 2) Championship rounds occurring in Quebec will not count for Classic Championship points.
- 3) All Ontario Championship rounds will count for season points; no eligible rounds will be dropped.
- 4) Classic vehicles will be scored within their vehicle class (Production, Group 2 or Group 5) as well as the Classic class.
- 5) Initially, all Classic vehicles will be scored in the same Classic class.
- 6) RSO is investigating the possibility of using an adjustment factor to account for the differences between the various standard CARS/RSO classes. For 2007, factors, if used, will be announced via a Bulletin prior to the Black Bear Rally. Adjustment factors will be reviewed after the 2007 competition year.
- 7) Classic class will be sub-divided when sufficient cars are entering.

6.3 Manufacturers Championship

The Manufacturers Championship shall be determined as follows:

- 1) The winner will be the manufacturer of the make of automobile, as opposed to "model", accumulating the most points in all events in the OPRC;
- 2) Different makes produced by the same manufacturer will be awarded points separately (Example: General Motors produces Chevrolet, Pontiac, Buick, Oldsmobile, etc.);
- 3) Points shall be awarded in each event according to overall finishing position in accordance with Section 4;
- 4) In each event, a make shall count only the highest number of points given to a vehicle of that make; and,
- 5) All events in the year shall count toward each manufacturer's total; no events shall be dropped from the series score.

Rallycross & Rallysprint Regulations

1 GENERAL

Rallysprint and Rallycross events shall be held under the CARS National Rally Sprint Regulations.

Should a RSO RallyCross and/or RallySprint Series be created, supplementary regulations will also apply. Supplementary regulations will be created in consultation with RSO clubs hosting any series.

REGULATIONS FOR ROAD RALLIES

These Regulations shall apply to all road rallies organized by ~~CARS~~ RallySport Ontario clubs,

21.0 ELIGIBILITY OF VEHICLES, CREW AND EQUIPMENT

21.1 CREW

- a) a rally crew shall consist of two persons. Any additional persons shall be considered as passengers.
- b) passengers will not be allowed on rallies except with the permission of the organizers.

21.2 CHANGE OF CREW

No change of crew and/or vehicle will be permitted during a rally.

21.3 FINISHER

To be classified as a "finisher" the crew shall pass the control marker for the Main Time Control of each leg of the rally in the vehicle entered, under its normal power and within their maximum lateness/earliness. They shall also satisfy any additional conditions of finishing as may be published in any other regulations for the event.

21.4 DOCUMENTATION

- 1) The following documents, valid on the date of the event, should be shown to rally officials at registration (failure to do so is grounds for exclusion):
 - a) driver's licence for any crew member listed as "Driver";
 - b) vehicle registration;
 - c) third party liability insurance;
 - d) written permission from a parent or guardian for participation in the rally for persons under the legal age of majority for the Province of Ontario.
- 2) All entrants in any rally organized by a ~~CARS~~ RallySport Ontario club must sign appropriate insurance waivers.

21.5 VEHICLE

All competing vehicles must be in legal roadworthy condition.
Loose fuel containers should not be carried in any competing vehicle under any circumstance.

21.6 SAFETY EQUIPMENT

- a) vehicles must be equipped with safety belts for each occupant.
- b) the following equipment is highly recommended for all vehicles and should be carried in the passenger compartment of vehicles scoring in an ORRC Championship:
 - i) a first aid kit which should include: antiseptic (ointment or liquid), gauze pads and rolls, adhesive tape, arm sling, safety pins, and scissors
 - ii) a minimum of one self supporting reflective warning triangle.
- c) the following equipment carried in the passenger compartment of competing vehicles is strongly recommended for all rallies:

- i) a fire extinguisher with a minimum Underwriters' Laboratories rating of 5BC, securely attached to the vehicle by a quick-release bracket
- ii) two reflective emergency (space) blankets.
- iii) an RSO Red Cross card.

21.7 LOOSE ARTICLES

All articles which could be dangerous if left loose should be securely restrained.

21.8 LIGHTS

- a) It should be possible to turn OFF all high beam headlights and auxiliary units with a single switch, which leave the low beam headlights functioning.
- b) All reversing lights may only be switched on by engaging reverse gear.

21.9 DISCIPLINE

- a) The organizing club has the right to refuse any entry. If possible the organizer should notify the competitor before the competitor travels to the start of the rally.
- b) Any entry failing to comply with Regulations 21.1 to 21.9 or with any other event regulations before the close of registration may be excluded by the organizer.
- c) Observers, stewards, or in the absence of an observer the organizer, shall have the power in accordance with these rules to:
 - i) penalize a competitor as described under the CARS - National Rally GCRs, ~~Part 7~~, Penalties, for being charged with an infraction of local, provincial or state traffic regulations and/or the Criminal Code of Canada occurring during an event, or for conduct which is unsportsmanlike or detrimental to the sport;
 - ii) decide what penalty (according to Cars - National Rally GCRs, ~~Part 7~~, Penalties) to impose for breach of rules as listed in the CARS National Rally GCRs. The decision to impose a penalty must be posted before the results are final;
 - iii) authorize the modification of any special event regulations in exceptional circumstances;
 - iv) authorize the amendment of the results of a rally before the results become final;
 - v) prohibit from competing or continuing to compete any driver who or any automobile which is considered to be dangerous or is reported as such by the organizer;
 - vi) postpone or abandon a portion off the rally under exceptional circumstances after consultation with the organizer

The decisions in the above cases are final and are not subject to appeal

21.10 ADVERTISING

All advertising or promotional material used in connection with competition should state that the event is sanctioned by ~~CARS~~ RallySport Ontario. Advertising material should be in good taste and must not be misleading or untruthful. The words National, International, etc. when used to describe an event or used in the title of an event must be approved by CARS.

22.0 CHOICE OF ROUTE

The route should be carefully chosen to ensure that competitors are not kept circulating in one locality for a long period of time.

22.1 BUILT-UP AREAS

To promote the public image of rallying, the use of "Quiet Zones" is recommended where normal rally traffic may generate adverse public opinion, especially in "built up" areas or on main roads. When specified, the "Quiet Zone" shall be conspicuously identified in the instructions with clear indicators for the start and finish. A competitor violates the "Quiet Zone" by doing any of the following during the "Quiet Zone"

- i) using auxiliary lights
- ii) excessive noise or speed

22.2 NUISANCE

Anything which creates nuisance or inconvenience to anyone not connected with the rally should be avoided. Cemeteries are to be avoided.

22.3 PRIVATE ROADS

If "Private Roads" are used, permission for their use must be obtained in writing and a copy should be displayed at the start of the rally.

22.4 TWISTING ROADS

Twisting or narrow roads should not be used for rally traffic that is traveling in both directions at the same time.

22.5 NOTIFICATION

Organizers should notify police officials of the general rally route and the approximate times that competitors will be on this route. A copy of the correspondence should be displayed at the start of the rally.

22.6 REFUELING

- a) Refueling stops of at least 15 minutes must be located not more than 250 kilometres apart. If circumstances require a distance in excess of 250 kilometres then this must be stated in the General Instructions, posted at the start of the rally and noted in the Drivers Meeting.
- b) Events over 400 kilometres in length should have minimum one-hour stops no more than 400 kilometres apart. Rest stops should be chosen to ensure reasonable facilities are available for male and female crewmembers.

22.7 BLACKLISTED AREAS

- a) A list of roads where rallies may not be run is kept by the RallySport Ontario Director and is published to clubs from time to time. If an incident occurs which a club or club member feels should cause a road to be added to the list notification should be given to the Director.

- b) The following areas and roads are not to be used by any RallySport Ontario club without prior written permission of the Rally committee. The committee will decide if the requesting club can approach the necessary municipal authorities in order to obtain such permissions as are necessary to use these areas and roads. Any permissions granted must then be posted at the start of the rally. Additions and/or deletions will be made as required. This list supersedes all previously issued ones.
 - i) Restricted Townships
 - a) MonoTownship - County of Dufferin. Township By-law allows 2 motorsport events per year; events must apply ahead of time for approval.

22.8 ROUGH ROADS

- a) The route for a road rally must be chosen so that extensive strengthening and/or under shielding of competing vehicles will not be necessary. The route chosen must be traversable by standard road vehicles

23.0 INSTRUCTIONS

23.1 GENERAL

- a) All instructions given to competitors which define the route or timing must be in writing
- b) A set of instructions:
 - i) may only be given to competitors at the start or finish of a leg;
 - ii) must contain complete instructions for one or more legs
- c) Any other type of instruction than in 23.2, 23.3 and 23.7 must be self-explanatory or an explanation must be given
- d) The instructions must be such that there is no reasonable doubt as to their meaning and such that competitors need not be familiar with local terms or conditions, or possess other than Official Maps in order to follow the route. Instructions which require a general knowledge rooted in a specific culture or education background are specifically banned unless the concise and pertinent information needed to interpret the instruction is included with the instructions.

23.2 TERMS





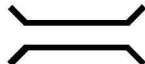
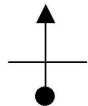
The following terms may be used in the instructions and must have the following meanings:

- a) LEG is a major portion of the rally extending between rest, meal or fuel stops. When a leg ends with a Main Time Control, it is necessary to arrive within Maximum Lateness to be classified as a finisher (also 21.3).
- b) SECTION is a subdivision of the instructions which is complete within itself. The timing instructions may be separate provided the timing information for each section is complete within itself.
- c) INTERSECTION is any meeting or crossing of roads. This definition includes both Crossroad and Junctions as described below:
 - i) CROSSROAD is an intersection in which two roads cross each other at the same level.
 - ii) JUNCTION is an intersection in which two roads meet at the same

- level but do not cross
- iii) TEE JUNCTION is a junction having the general shape of the letter "T" as approached from the base. Where the change is not approximately 90 a qualifying term must be used- (e.g.- Tee Bear Right, Tee Acute Left)
- iv) JOG is a turn at a TEE JUNCTION followed by a turn back to the original direction of travel less than 0.10 kilometres later. A JOG may also be treated as two separate JUNCTIONS
- d) i) TURN is a change of direction of approximately 90 at an intersection; BEAR is a change of direction of substantially less than 90 at an intersection; ACUTE is a change of direction of substantially more than 90 at an intersection; STRAIGHT AHEAD means the vehicle is to continue with the least possible deviation from its present heading. A distance or qualifying instruction should be given with this instruction




23.3 DIAGRAMS

The following may be used without giving an explanation:

- a) Road 
- b) Divided Highway 
- c) Trail 
- d) Rail Road Crossing 
- e) Bridge 
- f) Tulip 

is a diagram of an intersection using the definitions above. Usually a dot indicates the point of entry into the intersection and an arrowhead indicates the direction of travel.

If this is not the case an explanation must be given.

- g) Stop sign 
 - h) Yield 
 - i) Traffic Signal 
- When used with a tulip diagram

23.4 ROUTE DEFINITION

- a) Where no specific instruction is given a competitor shall continue on the road on which the competitor is traveling as long as that road is clearly and unambiguously identifiable. Where any doubt exists (i.e. where there is a conflict between the above conditions) and priorities are not defined in the General Instructions, a specific instruction should be given.
- b) End of Section information and/or Start of Section information and section length must be provided, must be clear enough for competitors to begin the

route from the information given and shall take precedence over all other stated rally instructions

23.5 SIGNS

- a) When entering or leaving limited access highways or making turns in built-up areas or from multi-lane road the instructions should indicate the road signs or street names to be followed.
- b) All landmarks or signs referred to in the instructions must be clearly visible and legible from the route under anticipated rally conditions.
- c) Any road with a permanently erected sign stating "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.

23.6 HAZARDS

- a) When the term "caution" is used a description of the hazard and a distance must be given.

23.7 ABBREVIATIONS

- a) The following set of abbreviations shall be considered standard

SA	Straight Ahead	L	Turn left
R	Turn right	Tee	Tee (not abbreviated)
Stop	Stop (not abbreviated)	Yield	Yield (not abbreviated)
A	Acute	RRX	Railway crossing
TS	Traffic signals	W	West
B	Bear	N	North
S	South	E	East
QZ	Quiet zone	BQZ	Begin quiet zone
EQZ	End quiet zone	CAS	Commence average speed
SOS	Start of section	EOS	End of section
ET	Elapsed time	hwy	Highway
h	Hour(s)	km(s)	Kilometre(s)
kph	kilometres per hour	min(s)	Minute(s)

(Note that Traffic Signals are Red-Amber-Green signals; no standard abbreviation is provided for a flashing yellow or red (or any other colour) light.)

Any conflicting or additional abbreviations used must be defined in the General Instructions.

23.8 ODOMETER CALIBRATION

- a) A specific and readily identifiable object of a permanent nature must be described in the instructions as an "Odometer Check". This check must be at a minimum distance of 10 kilometres. The route prior to the odometer check must be defined in the instructions so as not to rely on accurate Distances. No control may be located within the odometer calibration

distance or within 5 kilometres thereafter. An odometer check must be provided in each leg in which a different vehicle and/or odometer calibration was used to establish the route instruction distances.

- b) Distances shall be statute to within plus or minus 2%
- c) An odometer check may be provided prior to the start of the event. In such cases, the first control may be located at any distance after the start. Competitors should be notified ahead of time that the odometer check must be run prior to car "0" departure, and should be registered competitors prior to driving the odometer check.

23.9 AVERAGE SPEEDS

- a) The maximum average speed allowed on any unpaved roads used in a rally is 10% less than the legal maximum speed at that point and must be based on distances with plus or minus 2%.
- b) On Paved Roads, the maximum average may be 5% less than the legal maximum speed. Average Speed controls and Route controls should not be placed on portions of the route where the speed is greater than 10% below the legal maximum speed.
- c) Organizers should be aware of the existing conditions during a rally and should undertake to reduce "average speeds" should conditions warrant.
- d) Time allowances may be used at the discretion of the organizers.

23.10 ELAPSED TIMES

- a) An elapsed time, or time in addition to the average speed, should be given at any point where a delay may reasonably be expected (e.g.: a traffic signal, one-way bridge, lift bridge, traveling through a built-up area, etc.) Such elapsed time ("ET") would be in the form of:
 - i) take 5 minutes to travel from 6.40 to 7.59;
 - ii) take 1 extra minute between 2.4 and 2.7;
 - iii) pause 26 seconds at Traffic signal
- b) generous elapsed times should be used for meal, fuel or rest stops. There should be no less than 5 minutes allowed whenever competitors are required to park and check in.

23.11 RECOVERY POINTS

- a) Recovery points must be indicated in the route instructions at the end of every section and at least every 75 kilometres except where it is impractical due to the length of a road being in excess of 75 kilometres. The locations of recovery points and the direction of approach and departure must be defined in such a manner that they can be,
 - i) located on a map provided or on a map specified as the official map in the instructions;
 - ii) related to the route instructions.
- b) The approximate time of arrival of car "0" at recovery points must be given in the route instructions. Since car "0" times include nominal dead minutes at controls, car "0" times at recovery points should be given within +/- 5 minutes (otherwise competitors could calculate the number of controls in a section).

23.12 ROUTE INSTRUCTIONS

- a) All competitors within a class shall receive identical route instructions. Organizers should ensure that instructions are matched to the speed required at any point in the rally, to the difficulty of performing the instruction, and appropriate to the class.

23.13 DISTRIBUTION

- a) Route instructions should not be issued so far in advance to permit any competitor to practice any part of route except the odometer check. All competitors shall be given their instructions an equal amount of time before they are due to start the portion of the rally to which the instructions apply.

23.14 HALTS

- a) The location of rest, fuel and meal stops and the finish must be given in the route instructions.

24.0 CONTROLS

24.1 DEFINITIONS

- a) An Elapsed Time Control is a control at the end of an elapsed time segment of the route. A time is recorded (see 25.3 (d));
- b) An Average Speed Control is a control within or at the end of an average speed segment of the route. A time is recorded (see 25.3 (c));
- c) A Route Control is a manned or unmanned control used ensure that the competitor is on the correct route. No time is recorded;
- d) A Start control is the control at the Start of a leg. The competitor's starting time is a "Time Out".
- e) A Main Time Control is an Elapsed Time Control or Average Speed Control where competitors must arrive within maximum lateness in order to be classified as a finisher (see 21.3). The final control on a rally is a Main Time Control; end-of-leg controls are often Main Time Controls.

24.2 LOCATION

- a) controls should be situated at a point where several competitors can pull well off the road beyond the control.
- b) no controls may be placed in the following locations: (except for meal, gas, rest stops)
 - i) on a main thoroughfare (that is intended to include most paved roads and most numbered highways);
 - ii) within a built-up area;
 - iii) within "Nuisance Range" of a habitation unless the occupant consents;
 - iv) within sight after a traffic control device or railway crossing.

24.3 IDENTIFICATION

- a) All controls must be identified by a marker board at least 60 centimetres square. The background must be a colour contrasting with the surroundings and the identification mark
- b) The control marker shall be on the right-hand side of the road, securely erected, close to the shoulder, in close proximity to the control and clearly visible from the route. The marker shall be the Official Control Location.

24.4 OPENING/CLOSING

- a) Controls should "Open" at least 15 minutes before the due time of arrival of the first car and should not "close" sooner than 15 minutes after the maximum lateness time of the last car in order to allow for time-outs.
- b) A control may close early if:
 - i) all competing cars have checked in; or,
 - ii) the course closing official assures that missing cars are no longer competing in the event

24.5 INFORMATION

- a) At all controls where time is recorded the official control number, section, distance, elapsed time and precise due time of car "0" must be available to competitors.

24.6 CONTROL PROCEDURE

- a) competitors arriving at a manned control must continue past the control and park in such a manner as to not impede the flow of traffic (or prevent another competitor from exiting the control zone without backing up). One crewmember must then proceed to the control to check in. A car may not reverse toward a control.
- b) if, in the marshal's judgment, any unsafe driving acts or incorrect control procedures are noted, a notation "ICP" must be made on the marshal's log sheet and should be made on the competitor's route card or sticker by the marshal at the control at the time the infraction occurs.
- c) after receiving the sticker, competitors should move forward a sufficient distance to allow following competitors room to stop

25.0 TIMING AND CONTROL RECORDS

25.1 ACCURACY

- a) An "official" time piece must be available at the beginning and the end of the event

25.2 TIMEPIECES TO BE USED BY RALLY OFFICIALS

- a) shall be accurate, legible and display hours, minutes and seconds;
- b) shall be set to correct official Time and checked by a person in the control opening/closing cars (when such a vehicle is used). The time of checking and any error shall be noted on the control log sheet.
- c) Whenever possible, automatically synchronizing clocks should be used.

25.3 PROCEDURE

- a) The following is the standard timing procedure to be used on all rallies organized by ~~CARS~~ RallySport Ontario clubs)
 - i) For time to the minute controls the no-penalty period shall be from 00 to 59 seconds of the correct minute and the control shall be located at the 00 second of the minute;
- b) at all timed controls the marshal shall record on the log sheet the Hour, Minute, Second at which the competitor's vehicle passes the control marker
- c) i) at average speed controls the marshal shall record this on the

- ii) competitor's route card or sticker under "Time In";
 - ii) if the competitor was observed stopped before passing the control marker (except in the interest of safety) the marshal should record as the "Time In" the time at which the competitor was first observed stopped;
- d)
 - i) at elapsed time controls the marshal shall record the same H-M-S, or a later H-M-S if requested by the competitor, on the route card or sticker under "Time In". The marshal shall also record the Time In on the control log sheet (Note that the Time In may not be the same as the time of arrival);
 - ii) at indoor controls the Time In shall be the time requested by the competitor or the time at which the competitor presents them self, which ever is later;
- e)
 - i) a competitor's Time out will be
 - a) for scored-to-the-minute controls, the Hour and Minutes portion of the Time In plus one minute
 - b) (for scored-to-the-tenth-of-a-minute, use "plus two minutes") unless a later Time Out is recorded on the route card or sticker by the marshal, in which case the marshal shall also record this Time Out on the control log sheet;
 - c) in cases where competitors arrive after 45 seconds, the checkpoint crew may use the "plus two minutes out" routine;
 - ii) Manned Route controls/Quiet Zone controls
 - i) On road rallies, if a manned route control/quiet zone control is used a one minute time allowance must be given in calculating the elapsed time to the next control;
- f) errors by the marshal in the recording of times will be corrected in scoring;
- g) where controls are scored to the tenth of a minute the no-penalty period shall be from 0 to 5 seconds of the correct tenth of a minute and the control shall be located at the 0, 6, 12, 18, 24, 30, 36, 42, 48 or 54 seconds mark of the minute.
 - i) Such controls must be identified to the competitors before the start of the rally.
 - ii) If a timed-to-the-second control is not placed the following control should become a control scored to the tenth of a minute if possible. Failing this, a time allowance must be made which would include to minute on either side of the "correct" minute of the elapsed time. (e.g.; checkpoint 3 is timed to the second/scored to the tenth of a minute. The correct ET from CP 2 to CP 3 is 5.5 minutes and the correct ET from CP 3 to CP 4 is 10 minutes. However, CP 3 was not in place for the competitors and is not scored. Normally CP 4 should become a timed-to-the-second/scored-to-the-tenth-of-a-minute control with an ET of 15.5 minutes. If that is not possible then the correct ET would be any one of 14, 15 or 16 minutes.)

25.4 MAXIMUM TIMES

- a) a "maximum lateness" and a "maximum earliness" for each leg of the rally should be stated in the Instructions or supplementary regulations of the rally. The standard maximum earliness shall be 15 minutes while the standard maximum lateness shall be 30 minutes at all controls except for

the finish control which shall be 60 minutes unless specified otherwise as per these rules;

- b) checking into a control is defined as arriving within the maximum earliness/lateness. So, if a competitor does not arrive within the maximum earliness/lateness the competitor is deemed not to have checked in at all;
- c) a competitor's total lateness at a control shall be deemed as the sum of minutes late minus the minutes early at all timed controls since the beginning of the leg (including those which are to be scored as route controls due to grievances);
- d) if a competitor's total lateness at a timed control exceeds the maximum lateness for the leg scoring shall be as for missing that control (even if it should be scored as route-in/Time Out control due to grievances). At an actual route control (i.e. one at which the competitor's Time In is not recorded on the route card or sticker) maximum lateness does not apply;
- e) maximum earliness shall be defined in the same way as maximum lateness substituting "early" for "late";
- f) the maximum lateness for a leg may not be extended after the leg has started;
- g) marshals shall not attempt to judge whether a competitor is within the maximum earliness or lateness. The marshal shall issue and record times for each competitor who checks in.

25.5 MISREAD WATCH

- a) If a competitor believes that a marshal has misread the watch the competitor shall ask the marshal to recheck the time
 - i) if the marshal agrees that the watch was misread the marshal shall correct the time on the route card or shall issue a new sticker with the correct time in. The correct Time In shall be noted on the log sheet.
 - ii) b) if the marshal does not agree that the watch was misread the competitor shall base all calculations on the time recorded.

25.6 INACCURATE WATCH

- a) if a competitor doubts the accuracy of a marshal's watch the competitor shall ask the marshal to record on the control record sheet the Time In requested by the competitor. The marshal shall do so, but shall not alter the route card or sticker. The competitor shall base all timing calculations on the Time In recorded on the route card or sticker.
- b) if an inquiry is entered concerning the accuracy of a marshal's watch and an error is found, an allowance equal to the number of seconds of error shall be made to all competitors, reducing penalties only. An equal number of seconds of lateness shall be allowed at the next control if the marshal's watch was slow;
- c) for controls timed to the minute, watch errors totalling plus or minus 10 seconds will not be corrected.

25.7 LOST TIME

- a) Time shall be non-accumulative between controls (is. time lost or gained at one control cannot be 'made up' at any later control).

25.8 CONTROL MISSED
 a) A competitor missing one or more consecutive controls shall be scored at the next control reached based on his elapsed time from the previous control reached and the sum of the correct elapsed times from the previous control.

25.9 REPEAT VISIT
 a) If a competitor checks in to the same control more than once the first Time In/Time Out shall be used to calculate the competitor's score

25.10 WRONG SEQUENCE
 a) In all road rallies competitors checking in to a subsequent control without previously having checked in to all preceding controls will be deemed to have missed any and all previous controls which have not been checked in to in the correct sequence

25.11 MIS-LOCATED CONTROLS
 a) if an average speed control is not located at the distance indicated at the control or on the control sticker competitors should be scored, if possible, according to its actual distance.
 b) if an elapsed time control is not located within plus or minus 0.15 km. of the end off an elapsed time it shall be scored as a route control and an allowance made at the following control.

25.12 ASSESSMENT OF PERFORMANCE
 a) The penalties in road rallies will be as follows:
 i) 1. point per minute early or late at controls scored to the minute.
 ii) 0.1 point as per the following schedule at controls scored to tenth of a minute (Timed to the second)

Early		Late	
1 - 6 sec	0.1	0 - 5 sec	0.0
7 - 12 sec.	0.2	6 - 11 sec.	0.1
13 - 18 sec.	0.3	12 - 17 sec	0.2
19 - 24 sec.	0.4	18 - 23 sec.	0.3
25 - 30 sec	0.5	24 - 29 sec.	0.4
31 - 36 sec.	0.6	30 - 35 sec.	0.5
37 - 42 sec	0.7	36 - 41 sec.	0.6
43 - 48 sec.	0.8	42 - 47 sec.	0.7
49 - 54 sec.	0.9	48 - 53 sec.	0.8
55 - 60 sec.	1.0	54 - 59 Sec.	0.9

- iii) 20 points per missed control;
- iv) 15 points maximum time penalty per control;
- v) 10 points for the first violation of a Quiet Zone and Exclusion for the second violation
- vi) 10 points for incorrect control procedure;
- vii) 5 points for missing a route control.

- ix) No penalty for wrong direction. (Note: a competitor's Time In at a time control will be recorded when the competitor's vehicle passes the control board from the proper direction intended by the route instructions, or when the competitor stops within sight of the control, as described in 2.5.3 c) ii)
- b) the observer (or organizer) as per ~~21.10~~ 21.9(c) has the right to assess a penalty of up to 30 minutes or to exclude either or both members of a crew for any action not specified above but covered by ~~21.10~~ 21.9(c) (i), (ii).
- c) the tie-breaker for determining event awards only shall be as follows:
 - i) most zero penalties at controls;
 - ii) most consecutive zero penalties at controls;
 - iii) most one point penalties at controls;
 - iv) most consecutive one point penalties at controls; etc.

If a tie-breaker, other than the above, is to be used it must be so stated in the General Instructions or posted at the start of the rally.

26.0 RESULTS

26.1 POSTING REQUIREMENTS

- a) Complete provisional scores (control by control) should be presented as soon as possible for each competitor upon completion of the event.

26.2 REVISIONS

- a) Corrections to scores as a result of grievances should be made as soon as possible and must be presented at the finish of the rally. The time of modification shall be noted

26.3 FINALIZING RESULTS

- a) Results shall be "Final" 15 minutes after results are presented or after the last corrections are made, or earlier if all competitors and officials agree to finalize the results. Results may be finalized on a class-by-class basis

26.4 PUBLICATION OF RESULTS

- a) Results should be tabulated and published with the following
 - i) name of rally
 - ii) name of organizing club
 - iii) date of rally
 - iv) status of rally
 - v) finishing position
 - vi) vehicle number
 - vii) names and clubs of both crew members
 - viii) points lost at each control
 - ix) total points lost by each crew
 - x) complete list of prize winners
 - xi) acknowledgment of sponsors, stewards, organizers, workers, etc

- b) ORRC Event results should be distributed within 14 days following the event, with a copy sent to RSO.
- c) Results may be posted to the web as long as a link is provided to RSO (and the RSO web master is informed)

26.5 TIES

- a) Competitors having equal numbers of penalty points shall be considered tied. Subsequent positions shall be enumerated on the basis of the number of vehicles ahead. Results must show ties. (Also see 25.12 (c).J)

27.0 ADMINISTRATION OF A RALLY

27.1 ROUTE CHECK

- a) Instructions, including timing calculations and control locations, should be checked by someone other than the route master so that ambiguous statements and errors may be found and corrected. Duplicate instructions must be carefully checked against the original copy by the organizers to ensure that typographical errors have not crept in. Rallies must be planned far enough in advance to permit the organizers and observers to check the final instructions. Whenever possible route checks should be done:
 - i) by crews from other RallySport Ontario clubs in order to avoid "local knowledge, local type" of instructions;
 - ii) by crews using instructions for all classes;
 - iii) at a time and a condition (i.e. season) which approximates the time and condition that the rally will actually be run at.

27.2 STARTING ORDER

- a) Competitors shall start each Leg of a rally at intervals of not less than one minute. Beginner crews should be started first and may be given slower speeds or different timing since the less experienced crews may be at risk of easily exceeding maximum times and thereby discouraging future entries.

27.3 ROUTE

- a) a course-checking vehicle should cover the route not less than 6 hours nor more than 24 hours before the rally. If a portion of the route is not passable to the course-checking vehicle, alternate instructions must be prepared and posted.
- b) if the route becomes blocked or impassable to all competitors after the course checking run, all controls between the impasse and the next recovery point should be deleted and the next time control made route in/time out

27.4 CONTROLS VEHICLES

- a) A control opening/closing vehicle should be used to ensure that controls are correctly located and that control timepieces are set correctly.

27.5 REGISTRATION

- a) A Registration must be held at the start of the rally during which a registrar

must check that all competitors and officials possess valid documents as listed and that all have signed the CARS, insurance and other appropriate waivers.

27.6 INTRODUCTION - Drivers Meeting

- a) An introduction of officials should be held at least 15 minutes before the start of the rally. The organizers, observer and any other persons authorized to sign official documents should be introduced. No information should be given that has any pertinence to the running of the route without it also being posted at the start of the rally if not already included in the route book. Questions should be answered during the introduction.

27.7 OFFICIAL NOTICES

- a) an Official Notice Board should be displayed at the start of the rally, ends of legs and at the finish of the rally and should contain only official notices, letters of notification to police and letters of permission to use private roads
- b) all official notices must be signed by the organizer, the observer, or a person designated at the introduction of officials.
- c) all types of marker boards to be used at control points must be displayed near the official Notice Board at the start;
- d) any known corrections to the route instructions must be posted on the Official Notice Board before the start of the leg to which they apply;
- e) any changes to the event regulations should be posted on the Official Notice Board before the start of the leg to which they apply and should be signed by the organizer or the observer;
- f) a timing sheet stating the official distance of all controls and the correct elapsed times to all timed controls should be posted on the Official Notice Board at the finish of the rally before the time of arrival of the first car;
- g) an official with the authority to sign official notices should be present at the end of each leg before the due time of arrival of the first Car and until the time of departure of the first car on the next leg.

28.0 PENALTIES

- a) penalties may be imposed by the appropriate ~~CARS~~ RallySport Ontario official(s) upon any promoter, organizer, official, competitor, entrant, or other person committing a breach of the rules as defined in the RallySport Ontario Rally Regulations or the CARS National Rally GCRs.

29.0 INQUIRIES

- a) When a competitor feels that an organizational error has been made that competitor may file, in writing, an inquiry to the organizer outlining this complaint and a suggested remedy. If such a remedy will have no affect on the positioning of competitors, and will not affect series scores, the inquiry will be withdrawn. If the inquiry is accepted by the organizer, then the remedy shall only apply to competitors who were using the instructions that created the problem.

30.0 RULES FOR THE ONTARIO ROAD RALLY CUP

- a) The Ontario Road Rally Cup (ORRC) shall determine the best road rallyists in Ontario in six separately scored categories.
These are:
- | | |
|------------------------|---------------------------|
| 1. Expert Driver | 2. Expert Navigator |
| 3. Intermediate Driver | 4. Intermediate Navigator |
| 5. Novice Driver | 6. Novice Navigator |
- b) There shall be three classes in each event: Expert, Intermediate, and Novice.
- | | |
|------------------------|---------------------------|
| 1. Expert Driver | 2. Expert Navigator |
| 3. Intermediate Driver | 4. Intermediate Navigator |
| 5. Novice Driver | 6. Novice Navigator |
- c) An "Expert" is any competitor who:
- is currently defined as an Expert
 - has, in the opinion of the ~~CARS~~ RallySport Ontario Committee, shown them self to be an expert level Competitor.
- d) An "Intermediate" is any Competitor who:
- is currently defined as an "Intermediate".
 - has, in the opinion of the ~~CARS~~ RallySport Ontario committee, shown them self to be an Intermediate level Competitor.
- e) A "Novice" is any other competitor. However, if a vehicle is equipped with a computerized system capable of performing simultaneous, real-time odometer and timing calculations, the competitor may not enter as a Novice.
- f) For the purposes of classification class is to be determined by the level of the navigator with the exception of the Novice Class, where the driver must not be an Expert.
- g) Scores will be determined by the competitor's performance in the events listed in the ORRC championship during that given year. The number of events scored will be 66% (rounded up) of the number of events listed in the championship, or as determined at the annual calendar-setting meeting. Therefore, if 10 events are listed, the best 7 will be scored. If 12 events are listed, the best 8 will be scored. Events that do not run for any reason will be considered dropped from the list. All championships shall have at least 4 events scored.

- h) Event points scored will be as follows:
- | | | | |
|-----|-----------|------|----------|
| 1st | 10 points | 6th | 5 points |
| 2nd | 9 points | 7th | 4 points |
| 3rd | 8 points | 8th | 3 points |
| 4th | 7 points | 9th | 2 points |
| 5th | 6 points | 10th | 1 point |
- i) To be eligible to score series points in any event competitors must be a member of a ~~CARS~~ RallySport Ontario club at the time of the event. Points will not be awarded retroactively. Those competitors who do not qualify for series points are eligible for event awards. In the case of the novice class, the RSO board may determine a grace period in which a competitor may join an RSO club. That grace period may not include more than ~~one~~ three ORRC events.
- a) All RSO members entered into ORRC events will automatically score ORRC championship points.
 - b) Notwithstanding part "a", an RSO member may go out of the scoring for the full season, provided it is done at the first event entered that year
 - c) For the sake of scoring, non-scoring entrants do not exist, i.e. scoring bumps up.
 - d) It shall be the responsibility of the competitors' club to ensure that they are registered with ~~CARS~~ RallySport Ontario. Series standings may be readjusted throughout the year to reflect changes in a competitor's eligibility.
- j) Competitors in the Expert and Intermediate classes may receive credit for organizing and green-crewing listed events during the year. The first instance would receive a credit equal to their highest series score in the year. The second instance would receive credit equal to their second highest score. There may only be two such credits in each year, of which only one may be for green crewing. Greencrews should be selected in consultation with the Vice President (Navigational Rally)
- k) In order to ensure that all rallies run to a consistent standard, but still allowing each organizer and club the opportunity to make their type of event, the RallySport Ontario ORRC Technical Co-ordinator should review the instructions at least two full weekends in advance of the event. This will allow time for questions, corrections and interpretations. This should be done before the green crew checks the route.
- l) In all cases not covered by these Regulations the decisions of the RallySport Ontario Committee shall be taken as final.

30.1 ENTRY LEVIES

- a) Each organizing club shall pay RallySport Ontario a levy for each event the club organizes in the ORRC. Further, each club shall collect an "entrants levy" (per vehicle) on behalf of RallySport Ontario for each vehicle starting in an

- ORRC Championship
- b) Levies should be remitted to the ~~Director~~ Treasurer within two weeks following the event.

30.2 FEES

The RallySport Ontario board will periodically issue a memorandum stipulating fees for clubs and regional event levies. These are shown in **Appendix A.**

Appendix A

Annual Affiliation Fees

Affiliation fee for clubs belonging to RallySport Ontario is \$300. Clubs are also required to affiliate with CASC-OR & CARS.

Levies for RSO Championship events

These levies are subject to annual review with rates for following year published via December minutes of the RSO Executive meeting.

Ontario Performance Rally Championship

OPRC Event listing fee.

2007 listing fee is \$75.

OPRC Events

Each organizing club shall pay RallySport Ontario a levy for each entry started in a listed event.

2007 fee is \$35 per entry

Road Damage

RallySport Ontario reserves the right to assess a levy based on stage distance to maintain the Road Damage Fund. [RDF] The levy may be assessed at any event when run in Ontario and if claims have been made against the Road Damage Fund as a result of a previous OPRC event.

RDF 2007 Rates.

\$60 for an OPRC only event.

\$90 for an OPRC/National event.

\$90 for a double OPRC event.

Ontario Road Rally Cup

ORRC Event listing fee.

2007 listing fee is \$25.

ORRC Events

Each organizing club shall pay RallySport Ontario a levy for each entry started in a listed event.

2007 fee is \$10 per entry