

# 2022 VICTORIA CROSS RALLY

5th November 2022



Proudly Presented by the  
**Historic Rally Association**



## Crew Briefing

**2022 LDV GEELONG**

**VICTORIAN CLUB  
RALLY SERIES**



**LDV  
GEELONG**



# VICTORIA CROSS RALLY 2022

## CREW BRIEFING

PERMIT NUMBER 322/0611/01

**Each crew member is required to confirm by signature that they have read this document prior to starting the event.**

### **Route Instructions**

The Route Instructions for this event have been created based on providing instructions that enable the crew to traverse and be aware of the more substantial hazards that were evident during our surveys of the route.

They have been carefully prepared and checked by the Motorsport Australia Checker using a non-competitive vehicle at relatively slow speeds. A Terratrip measuring device was used to measure distances.

The Route Instructions are our interpretation of the course. They may not contain some items that you consider hazards and they may not contain items that become a hazard.

The special stages and liaisons traverse a range of public roads. Animals may be found on the course during the event. In addition, the course may contain changes in direction and/or surface which are not in the Route Instructions. The course has a variety of road surfaces from excellent smooth gravel roads to uneven earth tracks which may include hazards such as gutters and rocks.

Accordingly, we advise crews that they are totally responsible for the manner and speed in which they traverse the course and ultimately their own safety. Crews should be taking their own experience and ability into account and so traverse the course at a manner and speed at which they are comfortable.

**REMEMBER – MOTOR SPORT IS DANGEROUS AND MAY RESULT IN INJURY OR DEATH – DRIVE ACCORDING TO WHAT YOU CAN SEE**

### **Late Time**

Late time is 15 minutes until the end of SS3. Thereafter, an additional 15 minutes of late time is provided, meaning a total of 30 minutes after the end of SS3. The minimal late time to the end of SS3 reflects the need to expedite the completion of the first run of the stages so that the service break is kept to the minimum possible before the second running of the stages.

### **Spectator Safety and Speeding**

On two of the liaison/transport sections (C and H), you pass through an intersection where spectators may be adjacent to or walking across the road you are driving along. At those locations, a speeding limit of 20km/hr applies. They are there to ensure spectator safety. **DON'T EXCEED THOSE LIMITS.**

Those limits will be monitored by Rallysafe and penalties applied where appropriate. Co-drivers should in particular remember that their driver may not be aware of how slow 20km/hr “feels” and should ensure they slow adequately. There may also be a passage control to help limit car speeds.

### **Restricted Speed Zones – non-competitive sections**

In various places, speed limits are specified in liaison/transport sections. These may be as per the legal limit or less than the legal limit.

All are there for good reason, in particular to enable your sport to continue access to those roads, so make sure you comply with them. Drivers should ensure that co-drivers advise them of all speed limits in the route instructions. Further, drivers should discipline themselves to revert out of “competition mode” at the start of every liaison section into “quiet driving mode”. There are no time penalties for lateness on liaison/transport sections.

At last year’s event, I heard of some driver’s complaining that residents felt “entitled” to peace and quiet on a Saturday evening. My observation is that it’s those drivers who are more guilty of “entitlement”. No-one is pleased to have up to 120 relatively noisy cars pass by their house at 2 minute intervals over a period of about 5 hours on a Saturday night. Please consider the situation from a resident’s perspective. You are doing your sport a dis-service by not complying with liaison speed limits.

Rally headquarters will be monitoring speeds via Rallysafe and we intend to recommend to the event Stewards that penalties be applied for any meaningful breaches.

### **Restricted Speed Zones – competitive sections**

Crews are advised that there will be a Restricted Speed Zone on Special Stage 2/5 where you are not permitted to exceed 40km/hr for 0.25km. This is because FFMV have re-constructed the road and have allowed us to use it in a special stage subject to this limit, with the intention there be no visible impact on the road. EVERY TRANSGRESSION OF THE 40KM/HR LIMIT WILL BE PENALISED IN ACCORDANCE WITH MA REGULATIONS. For minor transgressions, the penalty will solely be a time penalty, with the penalty being greater than the gain from speeding. For major transgressions, additional penalties will apply. Note that for the purpose of calculating penalties, the maximum speed achieved on this segment of special stage will be deemed to be your average speed for the segment.

### **Rallysafe and control procedures**

Rallysafe is being used for tracking, safety and timing of special stages but only in the Special Stage/VCRS component of the event. The VRO clocks will be used for the timing of all transport/liasion sections, for backup in the VCRS event and for stage timing in the Regularity.

Recent rallies have made it simpler for crews by allowing cars to enter time controls early and nominate their time. However, we’ve observed that officials aren’t always adept at keeping competitors in their correct order, so we’ll be requiring you to follow the MA regulations in relation to time control book-in procedure. In other words, you can’t pass the yellow board more than 1 minute prior to your due time without penalty and the book-in time will be when you hand your Time Card out of your car window to the control official (an exception may be made at the service book-in time control). You won’t be required to get out of your car to book in unless there is a delay and the queue of cars doesn’t allow you to be in control at your due time.

### **Wildlife**

Please take note of the information in the Further Regulations about wildlife. The forest abounds with wallabies, kangaroos, wombats, deer and other nocturnal creatures. If you impact a creature, you must report the incident and its location at the next Stop Point. If you stop and see an animal is

injured, that must be reported. If you see an animal by the roadside, whether injured or deceased, that must also be reported. Wildlife Rescue volunteers are on standby to assist any injured wildlife – you need to do your part to see that assistance is obtained where necessary. Future access to be forest for rallying may be impacted if you fail to follow these requirements.

### **MIV & CFA**

Our MIV is provided by qualified HRA members. A CFA appliance from Clonbinane CFA will be in attendance. Their vehicles and staff will be located at No 1 camp. You will pass through that location, subject to a 20km/h speed limit, on liaisons C & H.

### **Retiring From the Rally.**

Any crew retiring from the rally must report such retirement to the organisers as soon as possible via a Start or Finish Control, mobile phone to the CRO and/or withdrawal form to the CRO or the scorer (which form is required for all withdrawals).

### **EMERGENCY PHONE NUMBERS**

Phone numbers to use in an emergency are:

Rally HQ EMERGENCY ONLY	0427 443 821
Rally HQ General Enquiries	0407 405 109
Competitor Relations Officer	0408 346 765
Police - Ambulance - Fire	000

### **COMPETITOR EMERGENCY PROCEDURE** (a quick reference guide)

#### **Your incident, where URGENT MEDICAL ATTENTION is required.**

1. Render assistance to injured. Check for clear airway.
2. Immediately invoke SOS mode on your Rallysafe unit (in cars that have one) and display the red SOS sign, if possible, to the following cars.
3. Then try to call event HQ on the emergency phone number.

#### **Red “SOS” is displayed to you.**

1. Immediately STOP and render assistance.
2. All following cars shall also STOP. The second & third car at the scene shall collect information about the incident and proceed to inform the next Stop Point. Subsequent cars shall leave a clear route for emergency vehicles and remain at the scene.

**No sign displayed to you. You see a car which has had an incident and NO sign is displayed.**

1. Immediately STOP and render assistance.
2. Display your red SOS sign and invoke SOS mode on any Rallysafe unit you have if required.
3. All following cars shall also STOP. The second & third car at the scene shall collect information about the incident and proceed to inform the next Radio Point. Subsequent cars shall leave a clear route for emergency vehicles and remain at the scene.

**Warning Triangle and "OK" displayed to you.**

1. Drive with caution and reduce speed until stopped car is passed.
2. Then report car location and number to following Stop Point Control.

**Your incident, where medical attention is NOT required and / or your car stops.**

Immediately:

1. Display the "OK" sign clearly.
2. Display warning triangle clearly, at least 50 metres behind the car.

Note: All must be left on display for the whole period that the car is stopped.

**REMOVAL OF PERSONS FROM A VEHICLE**

If there is no risk of fire or other danger, then leave people who cannot extricate themselves from their vehicle in the vehicle until the MIV arrives.

If there is a danger of further injury, then remember that you will require substantial assistance to remove someone from a car, particularly if it is upside down. Remember safety is the first priority.

Do not remove another person's helmet unless it is causing injury or breathing blockage. If you do have to remove a helmet, it is essential that at least one person supports the head while other(s) remove the helmet.

**MOBILE PHONES**

Mobile phone coverage in the area of the competitive stages is variable. If you require assistance, try ringing the appropriate number in your Route Instructions although be aware that coverage may not be available from your location.

