

REGROUP CONTROL



Safety

The first priority in all events is safety – your safety and that of other Officials, competitors and the public. Processes are established and rules are created to ensure a safe environment, and a fair and efficient event. Please ensure correct processes are carefully followed. If at any time you feel unsafe or unsure, discuss with a more senior Official.

Officials Sign On and Uniform

Please ensure you:

- sign on prior to competition using the appropriate Motorsport Australia sheets provided by the event organiser. This supports insurance arrangements and effective contact if needed, and
- are wearing the appropriate tabard/ vest provided.

What is a Regroup?

A Regroup is established at the Service Park and other locations required by the Clerk of the Course. The Regroup is a stop scheduled in the event program, under Parc Fermé conditions, at which gaps between cars that may have increased are reset, with the aim of keeping the event on schedule. Regroup Entry and Exit Controls will be established.

This document covers all roles and processes in relation to a Regroup.

The major processes at a Regroup are:

- booking the crew into Regroup and advising them of their departure time (Regroup Entry Control)
- ensuring the security of the Parc Fermé Control Zone
- booking the crew out of Regroup at their allocated time (Regroup Exit Control).

Following Regroup, crew may head into a refuel zone, or to the next Special Stage, or as otherwise set in the event program.

Equipment

Generally supplied:

- Clocks: BSCC display clock and battery (one for each Control).
BSCC yellow clock (backup) (one for each Control).
- Control Boards: 1x Yellow Clock ("stopwatch") Board placed 25 metres before Regroup Entry Control (if Regroup is part of a Service Area, this Board could be omitted – check with Regroup Commander)
2x Red Clock ("stopwatch") Boards, one placed at each Control.
1 x Beige (end of Control) Board placed 20 metres after the Exit Control.
(Boards may already be in position when you arrive).

UHF hand held radios to communicate between Entry and Exit Controls and the Regroup Commander would be beneficial, but are not usually supplied.

Control Zone

The Regroup is a Control Zone. The Control Zone extends from the Yellow Control Board before the Entry Control, to the Beige Board that is placed after the Exit Control. The Control Zone is deemed to be Parc Fermé. Under no circumstances may work be carried out on competing cars in the Control Zone, including changing of a flat tyre. Some rallies (eg National and International Championship events) may permit car cameras and SD cards to be changed or lights to be fitted in Regroup – this will be advised by the Regroup Commander.

Security

Ensure **NO** unauthorised persons or vehicles gain access to the Control Zone or Stage.

When you arrive at your Regroup Control point

- Ensure you, your team and motor vehicles are located in a safe position.
- If not already done, establish the Regroup area perimeter using bunting, screen, fences, etc.
- Set up the display clocks and supplied batteries at each Control, visible to competitors.
- Set up tent/ gazebo, table, chairs, paperwork, backup clock.
- Set up Control Boards (these may already be in place, if not their location will be noted in the set-up notes provided to you).

Pack Up

Pack up is not to commence until advised by the Regroup Commander or Rally HQ.

Care: After Slow Sweep has left Regroup Entry Control, other course cars (such as MIV, Recovery, etc) may proceed through the Regroup. Officials should be vigilant for traffic when packing up.

Your Commander will have advised arrangements for:

- All Officials to be collected and led back to Rally HQ
- All bunting, signs and other equipment to be collected and taken to Rally HQ.

NOTE: All Control paperwork (including Incident Reports) must be put in the satchel/ envelope supplied and given to the Slow Sweep crew.

PROCEDURES FOR REGROUP CONTROL OFFICIALS

It is the usual practice to start cars at two (2) minute intervals. The information below is based on that time gap. Start time intervals may only be changed by Rally Headquarters and advised to the Regroup Commander.

Time Notation

All BSCC Rally events will use the international 24 hours clock. Midnight is 00:00 hours, one minute after midnight is 00:01, 1.00am is 01:00, noon is 12:00, and times after noon are 13:00, 14:00 etc. There is no need to designate am or pm.

At the Regroup Controls, seconds are not recorded. For example, 9.32.52pm would be written as 21:32.

Please ensure that all times are printed clearly. Corrections should be ruled through, re-written and initialled.

Please use pencils or ball point pens, as they are not affected by dust. Ink from fibre-pens can run if Control Records or Time Cards become damp.

Regroup Principles

- Unless otherwise advised by the Clerk of the Course, cars are scheduled at a minimum of two (2) minute intervals.
- Longer time gaps would normally be established between classes of cars, for safety reasons.
- Often, time gaps increase due to withdrawal of cars and other reasons, or the event may be running behind schedule for a number of reasons.
- Regroup aims to as far as possible return the event to the time schedule by reducing scheduled time in regroup and/ or closing gaps between competitors, whilst maintaining the minimum 2 minute gaps and prescribed gaps between classes.
- Clerk of the Course may use Regroup to change the running order of competitors.
- The event schedule may establish meal breaks or other “downtime” during Regroup.
- **Given the above, it essential that Regroup Commander or Regroup Entry Post Chief confirms directly with Clerk of the Course the time the first competitor is to exit Regroup.** Regroup Officials must accurately set and advise to crews the time that each car is to book out of Regroup Exit Control.
- Crews are to leave Regroup Parc Fermé, and only return ten (10) minutes prior to their Provisional Start (Regroup Exit) time.

Regroup Entry Control

It essential that Regroup Commander or Regroup Entry Post Chief confirms directly with Clerk of the Course

the time the first competitor is to exit Regroup. To avoid delays, it would be beneficial to obtain this information prior to arrival of the first competitor.

Regroup Entry officials must accurately set and advise to crews the time that each car is to book out of Regroup Exit Control. Provisional Start (Regroup Exit) times must:

- be based from the time for first competitor's Regroup Exit, as set by the Clerk of the Course
- maintain the 2 minute gap between cars (or other time as advised by the Clerk of the Course)
- maintain the prescribed time gap between classes of competitors
- allow for changes to the running order of competitors (as advised by Clerk of the Course)
- allow for any mandatory time that the schedule specifies cars are to remain in Regroup (eg lunch).

Changes to Provisional Start (Regroup Exit) times once the crew have left Regroup Entry Control are to be strenuously avoided – such would create confusion and may result in crew unfairly missing a revised Start Time.

Post Chief Regroup Entry

Only the Post Chief shall write on a competitor's Time Card.

- Cars often arrive from the previous Control early, and queue before the Yellow Clock board until their scheduled Arrival Time. This is quite normal.
- One (1) minute before their due Arrival Time the co-driver instructs the driver to enter the Regroup Entry Control, bring the car from the Yellow Clock sign to the Red Clock sign at Control table. Car, driver and co-driver must be there when the Time Card is presented.
- Mostly, co-drivers will remain in their car due to the complexities of seat belts, microphones, HANS devices and roll cages. This is to be expected and Regroup Control Officials should be ready to approach the co-driver's door to receive the Time Card when it is tendered.
- Control Officials do not instruct or remind a competitor of the need to present their card, or the due time of presentation.
- Accept the Time Card, confirm the car number agrees with the car number on the Time Card (sample attached).
- Note the Arrival Time as shown on the clock when the Time Card is presented (if the Arrival Time is 10.04, this is covered by 10.04.00 to 10.04.59). If the card is presented at 10.05.00, that is the Arrival Time to be noted. Arrival Time is to be recorded on the Time Card, in the boxes below the Target Time boxes (sample attached).
- Call the car number and Arrival Time to the Recorder who will check and confirm, and record on their Record Sheet.
- Call the departure time from the previous control to the Recorder who will record on their Record Sheet.
- Add previous departure time to the Target Time. This is the time the competitor should have booked in at your Regroup Entry Control (ignore *Due Time Competitor Use* box).
- Call the Time Taken to the Recorder, who will confirm the calculation, and record on their Record Sheet.
- If the Arrival Time matches the previous Control Departure Time added to the Target Time shown on the Time Card, enter Nil or a dash in the Early or Late box. If Early or Late, note the number of minutes **E** or **L** in the box, and call to the Recorder who will confirm the calculation and record on their Record Sheet. Note – some events permit crew to book into Regroup early, without penalty.
- Set the Provisional Start (ie Regroup Exit) time by applying the Principles above and write this time on the Time Card. Note – often, Regroup Entry will issue new Time Cards. Complete them with car number and Provisional Start Time. Retain the old Time Cards for collection by Slow Sweep.
- Call the Provisional Start Time to the Recorder who will check the calculation and record on their

Record Sheet.

- Check that there is a minimum of 2 minutes between consecutive Provisional Start (Regroup Exit) Times.
- Pass Time Card to co-driver.
- If applicable, remind co-driver that the crew should leave Parc Fermé and only return 10 minutes prior to their Provisional Start Time.

Recorder Regroup Entry

- The Regroup Entry Control Record Sheet is to be filled in as information is called out by the Post Chief. Post Chief will call car number, Arrival Time (ie time the Time Card was presented) and departure time from the previous control (sample attached).
- Add the time of departure from the previous control point to the Target Time to calculate the Time Taken. Post Chief will undertake the same calculation on the Time Card. Check both calculations agree. Calculate, agree, then record any Nil, Early or Late time.
- Record the Provisional Start (Regroup Exit) Time set by the Post Chief who has considered the minimum time gaps between competitors, minimum time gaps between car classes and any mandatory time in Regroup.
- Check the Regroup Entry Control Record Sheet to make sure that the 2 minute gap for the Provisional Start (Regroup Exit) Times is maintained.
- Cross off car numbers at bottom of sheet if numbers are printed, or cross off on List of Entrants.
- Do not note the numbers of cars which have not checked in, as they may arrive late.

At any time, and especially after the last competitor has left, the Regroup Commander may need to advise Rally HQ the number of cars that have checked in. Consequently, it is essential the Regroup Entry Control Record Sheet is accurate, car numbers are marked off, and the number of cars that have passed through is known at all times.

Regroup Exit Control

Crew should only return to Regroup Parc Fermé 10 minutes prior to their Provisional Start (Regroup Exit) Time.

Post Chief Regroup Exit

Only the Post Chief shall write on a competitor's Time Card.

- Cars often arrive early, and queue before the Regroup Exit Control until their Provisional Start Time. This is quite normal. But the Post Chief will need to ensure waiting cars do not block cars trying to reach Control on time.
- One (1) minute before their Provisional Start Time, the co-driver instructs the driver to enter the Control and bring the car to the Red Clock sign at Regroup Exit Control. Car, driver and co-driver must be there when the Time Card is presented.
- Mostly, co-drivers will remain in their car due to the complexities of seat belts, microphones, HANS devices and roll cages. This is to be expected and Control Officials should be ready to approach the co-driver's door to receive the Time Card when it is tendered.
- Control Officials do not instruct or remind a competitor of the need to present their card, or the due time of presentation.
- Accept the Time Card, confirm the car number agrees with the car number on the Time Card (sample attached).
- Note the Arrival Time as shown on the clock when the Time Card is presented (if the Arrival Time is 10.04, this is covered by 10.04.00 to 10.04.59). If the card is presented at 10.05.00, that is the Arrival

Time to be noted. Arrival Time is to be recorded on the Time Card, in the boxes below the Target Time boxes (sample attached).

- Call the car number and Arrival Time to the Recorder who will check and confirm, and record on their Record Sheet.
- If the Arrival Time is no more than one minute prior to the Provisional Start (Regroup Exit) time shown on the Time Card, or after their Provisional Start time, calculate and note the number of minutes early or late in the Early or Late box. Call times and early or late calculation to the Recorder who will confirm the calculation and record on their Record Sheet.
- Allocate the Actual Start Time, which is normally the same as the Provisional Start Time, unless a delay has occurred. The Actual Start Time must be two minutes after the previous competitor.
- Write the Actual Start Time on the Time Card.
- Pass Time Card to the co-driver and point to the display clock.
- Crews will start when the display clock shows their start time for that Stage. These clocks will show hours/ minutes/ seconds and a 5-4-3-2-1 indication to the Actual Start Time.

Recorder Regroup Exit

- The Regroup Exit Control Record Sheet is to be filled in as information is called out by the Post Chief. Post Chief will call car number, Arrival Time (ie time the Time Card was presented) and Provisional Start (Regroup Exit) time (sample attached).
- If the Arrival Time is no more than one minute prior to the Provisional Start (Regroup Exit) time shown on the Time Card, or after their Provisional Start time, calculate and note the number of minutes early or late on the Regroup Exit Control Exit Sheet. Agree the early/ late minutes calculated with the Post Chief.
- Record the Actual Start Time set by the Post Chief on the Regroup Exit Control Record Sheet.
- Check the Regroup Exit Control Record Sheet to make sure that the minimum 2 minute gap for the Actual Start Times is maintained.
- Cross off car numbers at bottom of sheet if numbers are printed, or cross off on List of Entrants.
- Do not note the numbers of cars which have not checked in, as they may arrive late.

At any time, and especially after the last competitor has left, the Regroup Commander may need to advise Rally HQ the number of cars that have checked in. Consequently, it is essential the Regroup Exit Control Record Sheet is accurate, car numbers are marked off, and the number of cars that have passed through is known at all times.

What Could Happen?

Unsure?

Contact the Regroup Commander if unsure or if unusual circumstances arise – often a small handheld UHF radio is useful between the Regroup Control Points and the Regroup Commander. Comments may be entered on the Regroup Control Record Sheet, and the provided Incident Report Form should be used.

Incident Reports

An Incident Report should be completed if any violation of the Regulations or other unusual situation has occurred during the running of the Rally (see Summary List of Reportable Incidents). Be sure that the Official who completes an Incident Report gives a telephone number where he or she or any witness may be reached in the next 24 hours, as the Report may become the subject of a protest to the Stewards.

Complete the Report as soon as possible, and inform the Regroup Commander for attention, as it may be important for scoring purposes. Send the written Report into Rally HQ with your records and other paperwork.

Late Start by a Competitor

In the event of a late arrival at the Regroup Exit Control through the fault of a crew, the Post Chief will advise a new Start Time, the time taken by the crew in excess of the scheduled time will then be considered as late time and may be subject to penalty – note on the Regroup Exit Record Sheet, complete an Incident Report and inform the Regroup Commander. The Post Chief should set a new Actual Start Time and despatch the late car at the next available Start Time. Ensure that the next car's Actual Start Time is at least two minutes after the late car's amended start time.

Note: competitors may be tempted to rush to the regroup Exit Control if running late. Officials should simply record the Arrival Time when the Time Card is presented. If Officials feel the late crew have created a dangerous situation through speeding into Control etc, an Incident Report should be completed and Regroup Commander informed.

Breakdowns, inability to start

If a car is unable to start from the Regroup Exit Control within 20 seconds of their allocated Start Time, the crew is excluded. If a crew is unable to present its car with the engine running at the Regroup Exit Control, it will be excluded. If the engine stops at the Start Line and the crew is unable to start within 20 seconds after the Starter's signal, it will be excluded.

Any crew unable to leave the Regroup Exit Control in the 20 seconds following the signal to start will be pushed in order to clear the area for following competitors and excluded immediately. Officials may assist competitors push the car within the Control Zone.

An Incident Report should be completed.

Jumping the Start

Note on the Regroup Exit Record Sheet, complete an Incident Report and inform the Regroup Commander.

Cancellation of time in Regroup

Sometimes, an event is behind schedule to the extent the Clerk of the Course reduces time in Regroup to zero. This will mean competitors are booked into and out of Regroup on the same minute. Reducing unscheduled time gaps between competitors may not be possible in these circumstances. It may be easier to place Regroup Entry and Regroup Exit Controls at the same table to save further time (separate Regroup Control Record Sheets will still be maintained, new Time Cards are still to be handed out as required). Clerk of the Course will issue instructions.

Service in Controls

Service crew should not be permitted in the Regroup area, which is a Parc Fermé Control Zone.

NO SERVICE to the car of any kind (refuelling, tyre changing, windscreen cleaning, fitting/ adjusting lights are examples of service) is allowed within the Control Zone. Service can only be carried out in authorised Service Areas. Warn the competitors if a violation appears imminent. If unauthorised service does occur, prepare an Incident Report and inform the Regroup Commander. Note that some rallies permit cameras, SD cards and lights to be fitted/ removed in Regroup – Regroup Commander will advise.

Alterations to Roadbook Instructions:

Alterations to the Roadbook Instructions may have been advised by Rally HQ. If so, a copy of such alterations must be exhibited on the Regroup Control tables or given to each competing crew. Depending upon the materiality of the alteration, the co-driver may be required to sign acknowledgement (sample attached). These

issues, if they arise, will be advised by the Regroup Commander. It is advisable to get competitors to sign that they have read and acknowledged the change of Roadbook Instructions.

“Misbehaviour”

In a highly competitive environment, where all are volunteers and non-professionals competing or working towards an enjoyable day, it is most unlikely and extremely rare that unacceptable behaviour will arise. But if it does, step away, complete an Incident Report and inform the Stage Commander. We are all there for a good time, we are all learning, we will all make mistakes to learn from.

Abuse or other forms of unacceptable behaviour will not be tolerated, and is to be reported.

This document should be read in conjunction with:

- Code of Conduct for Officials
- General Terms & Definitions All Officials
- What to bring with you
- Radio Communication General
- Radio Set Installation

These additional documents are available on the BSCC website - <http://bscc.asn.au/resources/officials>

Authorised vehicles in a Special Stage/ Regroup area

Only authorised vehicles are allowed to enter a Special Stage or Regroup area following “Set Up” status. They may only enter in direction of competition.

✓ **Set Up cars, Technical cars, Advance cars**

These cars check clocks, radios and other equipment and run through the Stage well before the following cars. Typically they run through the Stage prior to set up being completed and Stage Closure.

✓ **000 (Triple Zero)**

Checks all clocks, correct operation of Time Control, MIVs (if applicable) are in place, Recovery, Start, SOS locations and Road Closures are in position and have radio comms, Flying Finish (clocks and radios) and Stop Control procedures and paperwork, in-stage security and safety (eg spectators), Road Book information and instructions.

✓ **Motorsport Australia Officials and Stewards**

Be courteous to them and answer any questions politely and to the best of your knowledge. Motorsport Australia may only enter a Special Stage or Regroup before their official cut off time on the running schedule.

✓ **00 (Double Zero)**

This vehicle is the official car of the Course Checker.

Treat this vehicle as a competitor, giving times etc to practice processes.

00 conducts all final checks and on completion of driving the Stage, will advise Rally HQ the Stage is “**READY FOR COMPETITION**”.

Rally HQ will then notify the Stage Commander and Deputy Stage Commander (Stop) of stage status. Stage Commander will then advise Time Control and Start.

✓ **0 (Zero)**

Also treat this vehicle as a competitor for practice.

Following confirmation the Stage is “**READY FOR COMPETITION**”, Rally HQ will authorise the 0 car to commence the Stage and also a time for the first competitor to start the Stage. The 0 car may enter the Stage earlier only on advice from Rally HQ in consultation with the Course Checker.

The 0 car runs through the Stage at or near to competition speeds, with lights flashing and siren. This is to notify competition is imminent and the next vehicle will be a competitor.

✓ **Competitors**

✓ **Fast Sweep (may also be known as 999)**

Will enter after the last competitor. Fast Sweep acts as the last competitor’s buddy, stopping to provide assistance should the last competitor require.

✓ **MIV (if applicable)**

The MIV vehicle may follow two minutes after the last competitor and Fast Sweep. If an incident occurs that may involve injury, this vehicle is to be allowed immediate access, but only after confirmation by Rally HQ.

✓ **Sweep Car (may also be known as Slow Sweep)**

Will collect all relevant paperwork from Time/ Start/ FF/ Stop Controls.

Will enter after all competitors, Fast Sweep and MIV vehicle (if applicable). Upon reaching Regroup Exit

Control, Slow Sweep will advise Rally HQ that Regroup is Clear, who will then advise the Regroup Commander that Regroup is Clear and ready for dismantling if not being used again.

✓ **Recovery vehicles**

Generally, these vehicles follow after Slow Sweep, however they could be delayed if they have had to retrieve any competitors from previous Stages.

Team members should take particular care when dismantling the Regroup area. MIV and Recovery vehicles may be in the area when bunting and equipment is being collected and packed.

Sample Regroup Entry Control Form:

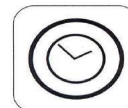
Form 13

TIME CONTROL

REGROUP IN

OFFICIAL	
PHONE NO	

CONTROL NO
TC



No of Cars into Regroup	CAR NO	Time Card handed to Official		From Competitors Card		May be completed after Competitor departs		E or L	DUE DEPART FROM REGROUP	
		ACTUAL ARRIVAL TIME CONTROL		PREVIOUS START OR TIME CONTROL		CALCULATED ELAPSED			Hours	Minutes
		Hours	Minutes	Hours	Minutes	Hours	Minutes		Hours	Minutes
1										
2										
3										
4										
5										
6										
7										
8										

Sample Regroup Exit Control Form:

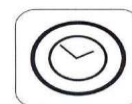
Form 14

TIME CONTROL

REGROUP OUT

OFFICIAL	
PHONE NO	

CONTROL NO
TC



No of Cars Exit Regroup	CAR NO	DUE DEPART		ACTUAL DEPART		No of Cars Exit Regroup	CAR NO	DUE DEPART		ACTUAL DEPART	
		Hours	Minutes	Hours	Minutes			Hours	Minutes	Hours	Minutes
1						37					
2						38					
3						39					
4						40					
5						41					
6						42					
7						43					
8						44					
9						45					

Sample Alteration to Instructions:

ALTERATION TO ROUTE INSTRUCTIONS

SS No.....

T.C:.....





DISTANCE		TULIP		INSTRUCTION
TOTAL	PART			

AUTHORISED BY:





Car NO	Navigators Signature	Car NO	Navigators Signature	Car NO	Navigators Signature	Car NO	Navigators Signature	Car NO	Navigators Signature
1		18		35		52		69	
2		19		36		53		70	
3		20		37		54		71	
4		21		38		55		72	
5		22		39		56		73	

Sample Time Cards

Timecard 1 is a sample Card used by a competitor arriving at Regroup Entry Control (TC 5A). Arrival Time is recorded by the Post Chief in boxes marked TC 5A.

		Car No.	Timecard 1 Section 1 22 September 2018		
TC 4	SS 4 Chloe's Capers 2				COMPETITOR USE
	PROVISIONAL START H M	ACTUAL START H M		TARGET TIME 00 47 H M TC 5	
TC 5	SS 5 Runnymede				COMPETITOR USE
	PROVISIONAL START H M	ACTUAL START H M		TARGET TIME 01 00 H M TC 5A	
		FINISH TIME H M S			
		TIME TAKEN M S			

Time Card 2 is a sample new Card issued by Regroup Entry Control, showing the Provisional Start (Regroup Exit) Time. Time Card will be presented to Regroup Exit Control (TC 5B) by the co-driver. Regroup Exit Control Post Chief will record the Actual Start Time. In boxes marked Actual TC 5B.

		Car No.	Timecard 2 Section 2 22 September 2018		
TC 5B	TC 4B Manumbar Campdraft Grounds Regroup OUT				COMPETITOR USE
	PROVISIONAL START H M	ACTUAL TC 5B H M		TARGET TIME 00 08 H M TC 6	
TC 6	SS 6 Middle Road 1				COMPETITOR USE
	PROVISIONAL START H M	ACTUAL START H M		TARGET TIME 00 15 H M TC 7	
		FINISH TIME H M S			
		TIME TAKEN M S			

Sample Incident Report

INCIDENT REPORT

OFFICIALS NAME				Tick applicable location			
PHONE NO				TC	START	FF	STOP
SPECIAL STAGE NO		TC NO					
If incident is not at a control, please indicate the accumulative distance from the Stage Start or the Time Control						kms	
CAR NO	OTHER WITNESS				DATE		
TIME	PHONE NO				HQ ADVISED		
DETAILS OF INCIDENT							

Summary List of Reportable Incidents

SUMMARY LIST OF REPORTABLE INCIDENTS

The following happenings should be entered on the Incident Report
Timing errors, changes or queries
Pushing or towing the car
Any infringement of "Prohibited Service".
Speed in Service Parks exceeding 30 kph.
Any infringement of Refuelling.
Any late arrival at the start of the Rally
The absence of a Time Card at a Time Control, or failure to hand in the Timecard at each Control
No assistance or repairs may take place within the control area. (First yellow warning sign to final beige sign).
Failure to follow the instructions of the Marshal in charge of any control.
Check in at all times in the correct sequence and in the direction of the Rally route. It is also prohibited to re-enter the control area.
Failure to wear properly fastened crash helmet, or Safety Harnesses.
Driving in the opposite direction to that of the Special Stage.
Failure to start the Special Stage within 20 seconds of the Starting signal being given.
A false start before the Starting signal has been given.
Stopping between the Yellow Flying Finish warning sign, and before the Red Stop sign.
Refusing to start a Special Stage at the time and in the position allocated by the Post Marshal.
Any actions by the crew preventing the time entry on their Time Card at the Stop Point.
Repairs or Refuelling carried out whilst in Parc Ferme/Control Area.

The above actions may result in the Crew being penalised or excluded from the Rally by the Stewards, so
be sure to make
accurate and clear notations on the Incident Report Form.