

BC TSD Rally Regulations

Rally Pacific Motorsports - Last revised: May 2019

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1. Teams

- a) A rally team shall:
 - i/ be two people.
 - ii/ rally the same vehicle during the full rally.
 - iii/ in Championship events no passengers are allowed except by permission of the organizers.
 - iv/ fully complete the application/entry forms.
 - v/ sign the waiver(s) including all passengers.
- b) The driver shall hold a valid Provincial Driver's License or equivalent
- c) Driver, navigator and passengers not of the age of majority in British Columbia shall have an ASN Canada minor participant waiver signed by the parents or guardian.
- d) The vehicle shall be properly registered and licensed and shall have third party liability insurance, and must be owned by one of the team members or they must have written permission for its use in the rally from the registered owner(s).

2. Classes

- a) Event awards may be given as defined by the organizer in Supplementary Regulations.
- b) For Championship events the following classes and definitions shall be used:
 - i) Unlimited: Unlimited equipment.
 - ii) Calculator: Any distance-measuring device so long as it does not display average speed or calculate target times. Calculating devices are allowed, but must not be programmable, and must not interface with a distance or position input.
 - iii) Paper: No calculators, pre-printed rally tables or accessory odometers.
 - iv) Novice: Neither team member having entered more than 3 Regional championship level TSD rallies before the current year, ~~and equipment limited to Calculator Class (2.b.ii), with no limit on equipment (effective 2020).~~
 - v) Historic: Vehicles manufactured more than 25 years prior to December 31 of the year preceding the current competition season. Navigational equipment is ~~Unlimited~~ limited to Calculator Class (2.b.ii) (effective 2020) (also proposed for 2020 that we move to fixed date, possibly 1979 or 1990).
 - vi) ~~Proposed for 2018: Vintage: 2WD vehicles manufactured before 1979. Navigational equipment is limited to Calculator Class (2.b.ii). Decision to be made by September 2017.~~

3. Disqualification

- a) for dangerous or unsportsmanlike conduct
- b) at the discretion of the event steward if one has been assigned one, or the organizers if a steward has not been assigned.

4. Vehicle Preparation

- a) Vehicles must meet legal road worthiness standards.

- b) All vehicles shall have the following unless an event or series exception is granted;
 - i/ proper safety belts for all people in vehicle
 - ii/ 1 reflective warning triangle, 30cm per side, self-supporting & reflective
 - iii/ a mandatory vehicle first aid kit (see Appendix D for requirements),
 - iv/ working,
 - I. horn
 - II. lights
 - III. windshield wipers
 - IV. exhaust system
 - V. brakes
 - v/ safe tires, including spare
 - vi/ 1 extinguisher rated 5BC but a 10 BC recommended
 - vii/ windshield, extent of any damage allowed is at the discretion of the organizers
- c) Significant loose objects (including navigator equipment) must be placed in trunk OR if kept in the passenger compartment, tied down adequately to hold in position during a possible roll-over.
- d) No loose gas cans are allowed. Any added gas tanks must be vented to the outside.
- e) Accessories such as odometers must not be mounted in the path of air bag deployment.
- f) Roll-over protection is required in soft top vehicles in Regional Championship events.
- g) Front lights must be in compliance with the legal requirements of the province or state of registration.
- h) It must be possible to turn off all high-beam headlights and auxiliary lights with a single switch, which must leave the low-beam headlights functioning.
- i) Auxiliary backup lights must have an interior warning light when on.
- j) It is not permitted to fit any device which can alter the normal functioning of the brake lights.
- k) Vehicles not meeting the technical inspection requirements may be excluded from entering depending on the seriousness of the problem. Note will be made of any corrections required and these corrections MUST be made by the next rally or vehicle be subject to either exclusion from that rally, or a fine (\$25 per correction) payable to RPM at the discretion of the organizer or steward.

5. Series Points

- a) A schedule of 3 or more regional rallies will make up the BC TSD Regional Rally Series. There will be awards for best driver and best navigator.
- b) There will be NO championship if only 1 or 2 events are held during the competition year. However, for points for the championship:

If 3 events are held, 2 will be counted	If 6 events are held, 5 will be counted
If 4 events are held, 3 will be counted	If 7 events are held, 5 will be counted
If 5 events are held, 4 will be counted	If 8 events or more are held, 6 will be counted
- c) Points for the Championship are based on the number of cars finishing ahead of you by score. Ties shall be broken ONLY for the purposes of event award presentations and shall be based upon most zeroes, then ones, twos, etc,

Overall Position Points

Class Points

01 - 20 points	06 - 6 points	01 - 9 points	04 - 3 points
02 - 15 points	07 - 4 points	02 - 6 points	05 - 2 points
03 - 12 points	08 - 3 points	03 - 4 points	06 - 1 point
04 - 10 points	09 - 2 points		
05 - 8 points	10 - 1 point		

- d) Ties in championship points are broken by the number of firsts, seconds, thirds, etc.
- e) Organizers will get 15 points each (for 2 organizers) and stewards will get 10 points. Competitors may only score Championship Points as an organizer and/or a steward once per calendar year. Check point crews are scored one point each, (driver and navigator), per event worked towards the Championship.

6. Route

- a) Built up areas should not be used for average speed sections (also called regularities or regularity stages) and are to be avoided if at all possible. Even if rural, certain sensitive areas should be avoided such as cemeteries, hospitals, churches, playgrounds, etc.
- b) Private roads, if not normally used by and accessible to the public, must not be used without written permission from whoever is authorized to give such permission.
- c) Must be such that there are refueling stops available not over 250 km apart or as published in Supplementary Regulations.
- d) For the Championship the route (from first car out to first car at finish) should work out to be a minimum of 7 hours long.

7. Instructions

- a) Wording should be understandable, clear and unambiguous and not rely on local knowledge by the competitors,
- b) Instructions must be easy to read, in printed format and neatly spaced,
- c) Instructions must be given out at the start of each day and be complete for that day. It is permissible to give out the instructions before the drivers meeting or at equal time before each car's out time. All teams must be given the same instructions.
- d) Instructions may contain a diagram, generally called a TULIP diagram. In the TULIP your position is the dot, and you travel to the arrow. Although generally they cover what is visible, it is at the steward's discretion to combine tulips or add more as deemed necessary for precision. They may contain symbols for:

i/ road	_____
ii/ divided highway	=====
iii/ railway	+++++
iv/ bridge] [
v/ trail or track	-----

- e) Speeds in average speed sections must be reasonable for the expected road conditions and not exceed the posted speed minus 10%. In areas where there are no posted speeds obvious it will be assumed that the rural posted speed is 80 km/h and urban posted speed is 50 km/h.

f) Average speed sections should not use the same piece of road for routing rally traffic in opposite directions at the same time, taking into consideration cars being late and the expected number of entries. If oncoming traffic - this should be explained at the drivers meeting. If entry numbers exceed those expected so that a possible conflict will result, there should be a warning issued during the drivers meeting identifying the possible hazard.

g) Championship events must start with an odometer check section. Obvious visual clues and not distances must be used for all turns. All instructions must be clear and precise with no average speeds and with an adequate amount of time allotted to complete it and still have some time to recalibrate odometers or recalculate mileage's several instructions ahead. The section should be a minimum of 15 km and must be no less than 10 km. Rally distance must be within 2% of statute distance.

h) The following standard abbreviations may be used:

R	Right	AR	acute right	BR	bear right
L	Left	AL	acute left	BL	bear left
KR	keep right	KL	keep left	STOP	stop sign
TS	traffic signal	SA	straight ahead	RRX	railway crossing
CG	cattle guard	SOR	sign on right	SOL	sign on left
EOS	end of stage	SC	surface change	SSA	sign straight ahead
MBCU	may be considered unnecessary				
Y	Y shaped intersection approached from the bottom				
T	T shaped intersection approached from the bottom				

i) Any other abbreviations used must be clearly defined in Supplementary Regulations or at the beginning of the routebook.

j) PAUSES should be incorporated into the instructions which shall be a minimum of 15 minutes in each regularity lasting over 1.5 hours. Furthermore, shorter PAUSES shall be used to allow sufficient time for safe negotiation in all instances of STOP signs, YIELD signs, or traffic signals during a timed section with a minimum being 10 seconds. It is preferable to avoid any of these traffic delays in a timed section. Pauses shall have a .2 km control free window before and after the pause point.

k) TRANSITS shall allow sufficient time, at 10% less than posted speeds for the teams to make it to the start of the next timed section on time plus 5 minutes.

l) Signs and landmarks referred to in the instructions should be clearly visible in the direction of travel and be legible from the rally route under the anticipated conditions.

m) Any road with a permanently erected sign such as "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.

n) Wording on signs shall be indicated in the instructions with "Quote marks". The full wording on the sign need not necessarily be given but enough wording should be given that it does not become a recognition puzzle to the rallyists.

o) Hazards should be indicated in the instructions with mileage reference and should give details of the hazard.

CAUTION !	Drivers should approach warily (could cost time)
CAUTION !!	Drivers should be prepared to brake (could bend car and cause a DNF (Did Not Finish))

CAUTION !!! Drivers should slow and negotiate the hazard with extreme care (could total car and injure competitors)

- p) Recovery points should be used where feasible to allow lost competitors to rejoin the rally.
- q) Precedence of route. Where no instruction is given, a competitor shall continue on the road being traveled as defined by the following priorities in the order in which they appear:
 - i/ that is protected from entering traffic by STOP or YIELD signs
 - ii/ that is of similar road surface (paved vs. unpaved)
 - iii/ that follows numbered or named highway
 - iv/ continues straight ahead or as nearly straight ahead as possible, and
 - v/ in all other cases, clarifying instructions will be given.
- r) Signs beyond the road to be turned on shall be indicated as (example of format): "R before SOR" or "L before SOL" etc. and the mileage indicated shall be taken at the turn, not the sign.

8. Controls for Championship Events

- a) shall be set up, when possible, 10 minutes prior to Car 0 time.
- b) shall be at an exactly determined mileage point.
- c) shall time using synchronized digital official timepieces showing seconds and preferably at least tenths of seconds.
- d) shall not be dangerously in the route of rally traffic nor interfere with other traffic nor disturb local residents (no driveways, etc.)
- e) shall write down their information and not simply log it on electronic equipment. The time should be noted next to the team/car number.
- f) shall close after all the cars still competing in the event have passed or 10 minutes (maximum time declaration) after the latest due time of any car which has not yet arrived.
- g) shall not be placed within .2 km of stage start, stage finish, or STOP, YIELD, or a Traffic Signal on the route.
- h) should not have numbering on their car such that they may be mistaken for a competitor vehicle.
- i) Standard control procedure is to drive by controls without stopping. The control official will record the time.
- j) The location of each control must be confirmed during the event, and any errors corrected before scoring is done.

9. Timing for Championship Events

All BC Region championship events must use this scoring system.

- a) Each control will have a penalty free zone one second each side of perfect time. A penalty of 1 point per second beyond this zone is assessed at each control.
- b) Organizers must keep in mind at all times that safety must prevail and therefore they should use PAUSES, FREE ZONES, and adequate transit allowances to alleviate the need for speeding.

- c.) A maximum of 5 minutes (300 points) will be assessed for missed controls or maximum lateness after the control has closed to a maximum of 600 points in any one regularity.
- d) A car is considered DNF (Did Not Finish) if it did not pass at least one control in each leg, as defined by the event. Legs will generally be bounded by gas stops or overnight stops.

10. Time Declarations for Championship Events

The principles behind time declarations are as follows:

- Competitors should be able to stop and render first aid at an accident without penalty.
- Competitors should be able to stop and deal with a public situation (concerned local, grader blocking road, law enforcement etc.) without penalty.
- Competitors' own errors should earn them penalties.
- Competitors should not be able to engineer a lower score post-facto through a time declaration.
- Competitors requiring outside assistance (e.g. to extract them from a snowbank) should be penalized.

There are 2 categories of time declaration: For situations involving public safety (stopped for a red cross incident, stopped to determine if there is injury, stopped by a member of the public, heavy traffic making it impossible to pass, etc.) the time dec will not incur any penalty. For competitor's fault situations (missed a turn, couldn't make the average, flat tire, mis-calculated time, etc.) the time dec will cost you 20 points.

Teams will be given a Time Declaration sheet for each regularity. If you are delayed in a regularity, (e.g. if you have to stop for an accident, or if you are stopped by someone not connected with the rally) do not race to catch up your time. The time declaration sheet includes a field for the distance, a check box for fault/no-fault, a field for recording the reason if it is a no-fault, and the delay requested, which must be in whole minutes, or whole minutes plus 30 seconds (0:30, 1:00, 1:30, 2:00 etc.), up to 9:30 late. Time declarations may only be for late, and not early. In each case, you must fill in the time dec form at the time when the delay occurs. To ensure that competitors don't engineer their time decs post-facto, there may be a stop control at any location along the route, where the time dec forms will be collected. Stop controls will be indicated by a red passage control board, which will be on display at the drivers' meeting. At the end of the day, when you check in to the main time control in the restaurant, hand in any time declarations that weren't previously collected.

11. Supplementary Regulations

- a) The Supplementary Regulations shall be made available prior to the event to let potential competitors know about the particulars of the event. They MUST include the following.
- i) Title - the name of the event
 - ii) Organizer - the club that's organizing the rally and the name, email address, and phone number of the rallymaster.
 - iii) Registration - the mailing address and web address for registration, and the name and phone number of the registrar.
 - iv) Affiliation - that the rally is held under the Rally Pacific Motorsports Association TSD Rally Regulations and the C.A.R.S. General Competition Rules, and indicate if it is part of any championship series.

- v) Venue - the location of the start and finish and approximate route from the one to the other. Also to include the location of any overnight stops with approximate arrival and departure times.
 - vi) Schedule - schedule of important dates including opening and closing of registration, tech inspection, closing date of pre-registration, and fees for the event.
 - vii) Type - gravel, pavement, snow, and the approximate estimate of percentage of each.
- b) Any other pertinent information or other requirements pertaining to the event.

12. Administration of the rally

- a) The route should be checked as closely as possible before the event to ensure route integrity.
- b) The route should be run and instructions, timing calculations, and control locations checked by someone other than the writer, preferably by the steward.
- c) For Championship level events, a course opening and a course closing vehicle should be used to ensure controls are located properly with the closing vehicle helping to extricate competitor's vehicles as well.
- d) Registration must be held at the start of the rally, during which the registrar must assign car numbers, check all competitors' documents for validity and have participants sign waivers.
- e) Technical inspection must be held at the start of the rally in which a scrutineer checks all competitors' vehicles for conformance to the rules. Tech form:
http://www.rallybc.com/archives/2007/2007RPM_TechCheckForm.pdf
- f) A drivers meeting, starting not less than 30 minutes prior to CAR 0 out time, shall have an introduction of officials and will go over specific points regarding the event. The Steward must be present at this meeting.
- g) Provisional event results will be posted as soon as possible after the due time of the last car and become final once the results have been circulated and each team has had a reasonable chance to see and study them, unless:
 - i) corrections are made, then after the final corrections once the revised results have been circulated and each team has had a reasonable chance to see and study them, or
 - ii) if grievances are filed.
- h) Results shall be posted to the organizing club's website within 7 days of the end of the event, and include:
 - i/ finishing position listed in order and class
 - ii/ name of competitors and Car #
 - iii/ points lost at each control and the totals, listed against Car #
 - iv/ acknowledgment of sponsors, stewards, workers, etc.
- i) Fees are payable to Rally Pacific Motorsports for Championship events by the organizing club:
 - i/ sanction fee, payable upon application for Championship status, one month before event, \$5
 - ii/ per car levy, payable at or before the next RPM meeting: \$20 per car entered for 2 day events, and \$15 per car for one day events.
- j) Fees for Non-Championship Events - per car levy of \$5, payable at or before the next RPM meeting.

k) Organizers should notify the nearest police detachment about the event.

13. Stewards for Championship events.

a) Rally Pacific Motorsports Association shall be entitled to appoint a Steward, and cover reasonable expenses for the Steward to pre-run the course and be present at the event.

b) The Steward should be present for the event but **MUST** be there for the finish in order to hear protests and grievances. They will be available to answer organizers questions during set-up of the event.

c) The Steward will be required to submit a form to the Rally Director and organizers stating whether or not any decision was needed and detailing any ruling made.

d) The steward's decision shall be final and binding unless appealed.

e) If RPM fails to appoint a Steward, the event remains sanctioned but for the pre-run another competent rallyist must be chosen.

f) If there is no steward, or the steward cannot be present to hear grievances, 3 people will be appointed to hear inquiries or protests. Selection may be from any and all rallyists whether competitors or organizers, except the griever or the person(s) said to be the cause for the grievance. This group of 3 will be considered to be the steward.

APPENDIX A – Relevant CARS GCR's

1.9 Order of Precedence in Application of Rules and Regulations

...the following defines the order of precedence of these rules and regulations.

- (a) The Rally General Competition Rules;
- (c) C.A.R.S. bulletins
- (d) Regional rally regulations (this document)
- (e) Series Supplementary Regulations
- (f) Event Supplementary Regulations

Where conflict arises between these documents, the superior (first mentioned) document shown in the above list shall apply, except that bulletins may modify superior documents.

4.10 Withdrawal

An entry may be withdrawn:

- (a) without penalty, up to 48 hours before the start of registration;
- (b) with up to 25% of the entry fee in penalty, less than 48 hours before the start of registration (percentage at organizer's discretion);
- (c) with up to 100% of the entry fee in penalty after the opening of registration (percentage at the organizer's discretion).

APPENDIX B - Accident Procedures for Competitors

1. Any team having an accident shall attempt to do the following:

- a) Determine if members of the team are injured.
 - i) If injuries have occurred, tend to treatment of injuries to the point where one member may safely seek help, which is usually the next competitor.
 - ii) If minor injuries, or none, secure the safety of the accident site, and wave on following competitor(s).
- b) Secure the safety of the accident site by placing the emergency triangle, on the same side of the road that the vehicle is on (or off), or the middle if the road is blocked.

2. Any team coming upon the scene of an accident (regardless of whether it is a rally entrant or other) is expected to do the following.

- a) Determine if accident victims are injured.
 - i) If the people involved in the accident do not require emergency help, the navigator must make note of the distance (mileage point within the rally) and make note of the time of departure and the team shall proceed maintaining previous average speed (CAS).
 - ii) If injuries have occurred, tend to treatment of injuries to the point where the emergency is over and the people are able to be left safely. One member of the team

must secure the safety of the accident site, and wave on following competitor(s) unless additional help is required.

- b) Secure the safety of the accident site by placing an emergency triangle, on the same side of the road that the vehicle is on (or off), or the middle if the road is blocked.
- c) After the people involved in the accident no longer require emergency help, the navigator must make note of the distance (mileage point within the rally) and make note of the time of departure and the team shall proceed maintaining previous average speed (CAS).
- d) For restarting after resolution of the emergency, see Time Declaration regulations.

APPENDIX C - Stewarding Details

1. Assignment: The Steward is assigned by, and reports to, the RPM Board. The following are the recommended criteria to be used by RPM when assigning a steward:

- a) Must be knowledgeable in and experienced with the current BC TSD Rally Regulations
- b) At least 3 regional events as senior co-organizer within any 3 years
- c) No more than a 2-year hiatus from either organizing or stewarding
- d) Have experience as a worker (checkpoint minimum), and as a competitor in BC Championship TSD rallies for at least 5 years.

2. Authority & Duties: The Steward is the Official representative of RPM, the sanctioning body, and as such shall:

- a) Be knowledgeable with the current B.C. Rally Regulations
- b) Make a pre-run of the route within two weeks prior to the rally to be satisfied with its compliance to the current regulations by:
 - i/ obtaining from the rallymaster the finished route instructions (RI's), complete with tulips, signage, and mileages.
 - ii/ navigating the complete route in a vehicle equipped with an odometer capable of duplicating the RI's
 - iii/ navigating the complete route as closely as possible to the time of day/night as the actual event. (7.l.)
 - iv/ NOTE any discrepancies between the actual route and the RI's.
- c) Submit any revisions required to the RI's to the Rallymaster as soon as the pre-run is finished. The Steward must retain a copy of the required revisions.
- d) Be present shortly before and at the Driver's meeting (11.f.) to verify that the required revisions to the RI's have been made. Any omissions shall be finalized with the Rallymaster and announced at the Driver's meeting. NOTE: It has happened that rallymasters have made changes in the RI's other than those required by the Steward. Since this situation is impossible to check out shortly before the Driver's meeting, any such changes shall be considered the sole responsibility of the Rallymaster and the organizing club.

- e) Be present at the end of the event to make any decisions on grievances properly submitted by competitors.
3. Steward's Report: The Steward shall submit to the RPM Board a final report within two weeks of the event. Sample form: <http://www.rallybc.com/RPM/RPMStewardsReportForm2005.pdf> - More information can and should be included as needed.
4. Steward Reimbursement of Expenses: The Steward shall submit to RPM for expenses incurred in performing the duties of Steward for the event. The following expenses can be reimbursed based on receipts for both pre-run and the event. The RPM Board of Directors reserves the right to exclude any expenses it feels to be unwarranted.
- a) Fuel may be expensed, including travel to and from the event location.
 - b) Shared accommodation - Normal procedure is that organizer accompanies thereby stopping Steward from becoming hopelessly lost in case of a really bad instruction.
 - c) Ferry crossings
 - d) One dinner and one breakfast during each of pre-run and event, plus a meal at the official end of the rally during which the steward's presence is required. Note: this could be the same as one breakfast if an all-night rally.
 - e) Photocopying and mail costs to make pre-run report to organizer and final report.

APPENDIX D - Mandatory Vehicle First Aid Kit

Contents should be comparable to a St John's Ambulance Vehicle First Aid Kit, with the addition of Space Blankets if they are not already included. For reference, in September of 2016 the referenced kit included:

- 1 Abdominal Pad (12.7cm x 22.9cm)
- 20 Adhesive Fabric Bandages (1.9cm x 7.5cm)
- 1 Adhesive Tape Roll (2.5cm x 4.5m)
- 10 Antiseptic Wipes (Benzalkonium Chloride/BZK)
- 6 Cotton Tip Applicators
- 1 CPR Face Shield
- 3 Fingertip Fabric Bandages
- 2 Gauze Bandage Rolls (7.5cm x 4.5m)
- 4 Gauze Pads (10cm x 10cm)
- 5 Gauze Pads (7.5cm x 7.5cm)
- 3 Knuckle Fabric Bandages
- 1 Pair of Tweezers
- 1 Pair of Universal Scissors (14cm)
- 2 Pairs of Latex-Free Gloves
- 1 Rescue Sheet
- 1 SOS Signal
- 1 First Aid Pocket Guide
- 3 Tongue Depressors
- 1 Trauma Dressing
- 1 Triangular Bandage

APPENDIX E - Procedures for organizing events

The following is the procedure for member clubs of RPM who wish to organize events. RPM is sanctioned by CARS to govern all matters of rallysport in the Province of BC as defined in the CARS General Competition Rules (GCR's). The application of the GCR's is defined in Sec 1.8 of the GCRs.

Organizers of events must acknowledge, meet and comply with conditions as defined in Sec 3 of the GCRs before organizing an event.

For organization of Performance events, refer to Sec 4 of the GCRs.

For organization of all TSD events (both championship and non-championship), as well as Rally Cross, Rally Sprint, Test Days, Driving Schools and performance rallies up to and including Regional status within the Province of BC; the following is the procedures provided by RPM for organizing an event:

- 1) An application for an organizing permit shall be made in writing to the attention of the RPM President. The application must state:
 - a) Name and address of the applicant.
 - b) The body or person on whose behalf the application is made and the official position held by the applicant.
 - c) The date(s) and place(s) of the proposed event.
 - d) A preliminary draft copy of the event's supplementary regulations shall be included. Supplementary Regulations must contain information as outlined in the RPM-BC TSD Regulations.
- 2) A final draft copy of the event's Supplementary Regulations must be submitted to RPM 45 days before the event for review by RPM. Supplementary regulations must not be made public until they have been approved by RPM. Once approved by RPM, an organizing permit will be granted and the Supplementary Regulations may be publicly posted and distributed.
- 3) No alterations shall be made to the approved supplementary regulations unless:
 - a) RPM and all competitors already entered agree to the alteration, or;
 - b) The Steward(s) of the event so decide for reasons of safety or force majeure, or;
 - c) The Steward(s) of the event so authorize under exceptional circumstances.
- 4) TSD events must comply with RPM- BC TSD regulations in full, including all applicable fees.
- 5) For new clubs (defined as having organized fewer than 4 events) and/or new organizers, RPM may appoint a Steward for every event, regardless of status. The event may be requested to cover reasonable expenses for the Steward to pre-run the course and be present at the event. The organizer shall consult with the Steward throughout the planning process to ensure that the event complies with all applicable regulations, permit conditions, and safety guidelines. The Steward has the authority, under GCR 6.2.3.f, for reasons of safety, to stop any competition.