



November 6, 2016

**Organized by
Calgary Sports Car Club**



Welcome to the Calgary Sports Car Club's final performance stage rally of the year. The event is a qualifying round for all the major local Championships. Don't delay in sending your entry as there are only 35 entries allowed.

As a simplified rally, the HQ, Service Park, and volunteer BBQ will all be held at the Jumpingpound Forest Demonstration North Loop.

We look forward to sharing a great rally weekend with everyone.

The Organising Team



Kananaskis Simplified Rally

November 6, 2016

Supplementary Regulations

Art.1 – General Announcement:

Calgary Sports Car Club (CSCC) will promote a performance rally on Sunday, November 6, 2016, known as the “Kananaskis Simplified Rally”

Art.2 - Jurisdiction:

The rally will be held under the Rally General Competition Rules of the Canadian Association of Rallysport (CARS), the current CARS Rally Regulations and the Western Canada Rally Championship Series Regulations, including all CARS Bulletins issued and in force during the event. These publications are available for download at www.CARSRally.ca and www.RallyWest.com

Art.3 - Status:

The event is sanctioned by the Canadian Association of Rallysport (CARS), and is part of the following championships:

- Western Canadian Rally Championship
- Calgary Sports Car Club Rally Championship

Art.4 - Schedule:

October 7, 2016	Early Registration opens
October 23, 2016	Early Registration closes
October 28, 2016	Seeded Draw, Coordinator’s Residence

Sunday November 6, 2016

7:00	Service Park Move In
8:00 to 9:15	Competitor Registration Jumping Pound Forest Demonstration North Loop 51°02'55.6"N 114°47'46.0"W
8:30 – 12:00	Technical Inspection opens Jumping Pound Forest Demonstration North Loop
8:30 – 11:00	Recce
9:30am	Radio Operators and Marshals Meeting Jumping Pound Forest Demonstration North Loop
11:30	Mandatory Seed 5/6 Novice Competitor’s Meeting Jumping Pound Forest Demonstration North Loop
12:00	Introduction of officials @ Service Park
12:30	Start of Rally from Service Park - Car 0 Starts Leg 1
14:17 (approx.)	Service 1, Service Area
17:10	First Car Finishes
18:15 (approx.)	Posting of provisional scores
18:45 (approx.)	Trophy Presentations



Art.5 - Officials:

Organiser of Record	Matt Pullen T : 403-708-0148 e-mail: matt@msjop.ca
Coordinator/Clerk of Course	Keith Morison T: (403) 510-5689 e-mail: keith@morison.ca
Safety Officer	Wayne Mayall
Registrar	Debbie Dyer e-mail: Mike.Deb.Dyer@Gmail.com
Volunteer Coordinator	Spencer Armstrong csc.volunteer@gmail.com
Steward	Dave Sharp
Timekeeper	Kurt Schantz
Scrutineer	Mike Dyer
Scoring	Paul Westwick
Communications	Coordinator – Fred Van Driel Net Control – Fred Van Driel and Company

Art.6 - Venue:

Registration and Technical Inspection	Jumping Pound Forest Demonstration North Loop 51°02'55.6"N 114°47'46.0"W
Service Park and Rally Start	Jumping Pound Forest Demonstration North Loop 51°02'55.6"N 114°47'46.0"W
Volunteer BBQ and Competitor Awards	Jumping Pound Forest Demonstration North Loop 51°02'55.6"N 114°47'46.0"W

Art.7 - Vehicle Eligibility:

All CARS vehicles must comply with the 2016 CARS General Competition Rules and rally Regulations (GCR's) and National Rally Regulations.

Note: Pursuant to Western Canada Rally Championship regulations, vehicles entered with RallyWest drivers are required to carry two hand-held fire extinguishers, each with a minimum 5BC rating.



Art.8 - Studded Tires:

Use of Studded Tires will be as per the recently released CARS regulations for Studded tires.

12.4.3

Studded tires may be used in the CRC winter events with the following limitations:

1. On tires where studs are installed post manufacturing process studs must protrude no more than 3.5mm from the tread face, and meet the Tire stud Manufacturers Index (TSMI) specifications on size 12,13, 15 or 16 (see TSMI appendix). Stud construction shall have a single base flange, a cylindrical body, and carbide tip with maximum diameter of 2.5mm.
2. On tires such as the Nokian Hakkapeliitta 8 which have studs installed at time of manufacture, the original amount and type of stud as installed by the manufacturer must not be modified. It is the entrants responsibility to provide supporting documentation of stud type and stud count for any such tire.
3. The studs must be mounted in DOT tires that are designated by the manufacturer as studdable and are produced with moulded holes for the purpose of stud retention.
4. Notwithstanding item 2 above there may only be a maximum of 130 studs per tire, regardless of tire size.
5. Adhesive may be used to affix the stud into the tire.
6. Homemade, competition, specialty, off road or custom studs are not permitted.
7. Studs are permitted in all classes.

Art.9 - Vehicle Identification:

Car numbers will be assigned. These will be provided and must be placed on the front doors and on the rear passenger windows (or as close as possible) of the competing vehicles. In addition to this all competitors will be required to display the rally's title sponsors logo. This will be located above the numbers on the front door or as close as possible.

Art.10 – Servicing:

Standard service spots are approximately 18'x 38'. There will be separate trailer parking for teams who want to drop their trailers, or tow vehicles, outside of the service park.

Servicing will be allowed in the specified service area only; a spill-resistant ground sheet shall be placed beneath all cars being worked upon.

All competing crews **MUST** have at least one fire extinguisher with a minimum UL rating of 40BC or two extinguishers with a minimum UL rating of 20BC located in their service area.

There will be no Fuel or Water available at service areas or during transits. Crews are instructed to carry sufficient fuel and water for their rally and service vehicles.

Art.11 - Type:

The rally is a performance rally consisting of special stages and transits. The total length of the event will be approximately 108km with approximately 75% or 80 km of special stages.

Stage road surfaces include dirt, gravel and rock. There may be snow and ice. The rally runs in an area with variations in altitude: The stages range from approximately 1450 m to 1849 m above sea level.

Art.12 – Route

Entrants will be supplied with Route Instructions and details of the special stages at Registration. These documents will provide all the information necessary to traverse the course.

Time cards will be issued at the Introduction of Officials meeting held on Sunday, November 6.

Art.13 – Reconnaissance:

Reconnaissance is available to add more precision to the standard routebook, or allow the competitors to run on pace notes, but it is not mandatory. Crews may copy notes, all or in part, from other teams.



Art.14 - Regulations Governing Reconnaissance

Reconnaissance will be governed by the recently released Recce Rules in the 2016 CARS Rule Book.

13.6 Reconnaissance

13.6.1 In a National Rally (or in regional rallies where Regional Championship regulations authorize) two pass Reconnaissance (Recce) will be available for all registered competitors. Participation in Reconnaissance is not compulsory. The organizers will provide a Reconnaissance Schedule indicating when each stage is open for reconnaissance. Reconnaissance is prohibited outside the designated times.

Note: In Force Majeur circumstances (e.g. weather, road conditions, road blockage, etc.), and two pass reconnaissance is not possible, the organizers will make the decision(s) whether or not the stage(s) will be used in the rally.

13.6.2 Reconnaissance is prohibited outside the designated times.

13.6.3 Organizers may, when circumstances warrant, use a convoy system where there are event official vehicles to lead the first vehicle in the convoy and follow the last vehicle in the convoy for part of the route or the entire route.

13.6.4 The use of a rally competition vehicle is prohibited unless the event supplementary regulations make provision for this to happen. All reconnaissance fine penalties are doubled where a rally prepared vehicle is involved.

13.6.5 Only one vehicle per entry is permitted. Competitors are allowed to double up in one vehicle if they wish.

13.6.6 Reconnaissance is conducted on open, public roads and when a road designated as a stage for the rally is run in reverse, competitors can encounter recce traffic in both directions.

13.6.7 Crews must always drive in the direction of the special stage.

13.6.8 Organizers will supply a vehicle number that must be installed on the top of the windshield on the co-driver side. Teams not displaying their assigned number will not be permitted to take part in reconnaissance of the stage.

13.6.9 The maximum speed for reconnaissance on the stages is 60kph or the posted legal limit whichever is the lower speed. As well, event organizers specify a lower or higher limit for a particular stage or portion of a stage.

13.6.10 Use of radar detection equipment during recce is prohibited. Organizers may use Observation Controls equipped with radar guns to monitor speed during reconnaissance (as well as on transits during the rally).

13.6.11 Only with the express authorization of the Clerk of the Course, may any person connected with an entered crew travel on or over the route of a special stage of the rally (except on foot) from the end of reconnaissance.

13.6.12 Violation of .8 above will be penalized as follows:

(a) First infraction: \$150.00

(b) Second infraction: \$300.00 plus the first \$150.00

(c) Third infraction: Exclusion from the rally plus the \$450 in fines already accrued, forfeiture of all entry fees and lose the provision to use their rally vehicle (where provided for in 13.6.4) for all events for one year until after the next edition of the event has taken place).

13.6.13 Any infringements of the other Reconnaissance regulations will be reported, by the organizers, to the stewards who may impose penalties as per 6.2.3.

13.6.14 Where competition vehicles are used for recce, fines will be doubled.

Art.16 – Supplementary Recce Regulations.

1. There will be a maximum of 2 passages on each stage. When a stage is run in reverse, the crews may run the stage twice in each direction.
2. Instances of speeding in excess of 20km/h over the recce speed limit will be penalized as two speeding infractions.



Art.17 - Judges of Fact

During the 2016 the rally, from the opening of, reconnaissance registration until results are declared final, all named Officials, Marshals, shall be Judges of Fact according to GCR 6.3 (Page 16).

A list of additional Judges of Fact will be posted on the Official Notice Board.

Facts to be judged include: excessive speed on public roads, speeds registered on radar guns, and compliance with regulations governing: control zones, transits, competitor conduct, refuel zones, servicing, service areas and service crews. Excessive speed on public roads in a rally car (including overtaking/passing marshals and officials who are driving at the posted speed limit) may be automatically deemed equivalent to exceeding the speed limit by 20 km/h (125 second penalty) or even a serious violation. See CARS National Regulation, Clause 17 Assessment of Performance (Page 63)

RallySafe speed reporting will be used as Judge of Fact for Virtual Chicanes.

Art.18 – Competitor Eligibility:

All drivers and co-drivers will be required to produce a valid competition license at event registration. If you have applied for a license and have not received it one week before the rally, or if you are applying for a license one week or less before the rally, **YOU MUST** contact the region director (Chris Kremer, rallywest@carsrally.ca) and the CARS office (office@carsrally.ca) to make arrangements and ensure that you have proof of your license application before being allowed to start the rally.

Art.19 - Entries:

The maximum number of entries will be 35. The organizers reserve the right to refuse any entry. Entries will be accepted until close of registration November 6, 2016. Entries will be selected on a 'First Paid, First Served' basis.

Electronic Entry is preferred through our online entry form, available at <http://www.rallywest.com/signup/competitor>

Art.20 - Entry Fees:

	Standard Entry Fee Until October 23, 2016	Late Entry Fee After October 23, 2016
	CDN	CDN
Entry	\$600.00	\$700.00

All entries received after October 23, 2016 will be assessed at the late entry fee.

The entry fee includes entry into rally, service crew package, the \$20.00 regional levy, the \$25.00 timing equipment levy, approximately \$100 per car for paramedic service and \$80.00 per car insurance, and \$150/car for RallySafe.

The preferred payment method is "Interact" e-mail bank transfers. Payment should be sent to Mike.Deb.Dyer@Gmail.com, using the password "**Cochrane.**" Arrangements for credit card payment can be made directly with the registrar. Send inquiries to Mike.Deb.Dyer@Gmail.com



Art.21 - Awards

The following awards will be presented at the Awards Ceremony

1 st Overall	Driver & Co-Driver
2 nd Overall	Driver & Co-Driver
3 rd Overall	Driver & Co-Driver
1 st Overall 2wd	Driver & Co-Driver
2 nd Overall 2wd	Driver & Co-Driver
3 rd Overall 2wd	Driver & Co-Driver
1 st in Class Production 2wd	Driver & Co-Driver
1 st in Production 4wd	Driver & Co-Driver
1 st Novice	Driver & Co-Driver

Art.22 Virtual Chicanes

This event will be operating Virtual Chicanes using the RallySafe system. The Virtual Chicane is a length of road where you are required to slow to a prescribed speed. Once you achieve the reduced speed you can return to race speed. Advance warning of the chicane area is given on the rally safe unit, as well as being marked on the roadside.

Penalties for not achieving the minimum speed in the chicane area are as follows:

0-5 km/h over – 2 chicane elements @ 15 seconds each.

Each additional 5 km/h over – 1 chicane element @ 15 seconds

30km/h over or more – 7 chicane elements plus shortcutting the stage penalty.

Art.23 RallySafe:

This event will be using RallySafe vehicle tracking and car to car status alerts. We will require ALL teams to have full time 12v power. Please review the attached fitting and operating instructions attached to these regulations.

Art.24 - Notes:

Rally information updates may be posted to the Kananaskis Rally website, <http://csc.ca/kananaskis/>. Please check the site regularly.





RallySafe Tracking and Car to Car Status Alerts

Pacific Forest Rally, Kananaskis Simplified Rally, Big White Rally

About the System

RallySafe is a vehicle to vehicle communication system that automatically transmits warnings and vehicle status data from car to car and to Race Control as quickly and efficiently as possible. We urge you to educate yourself on the system by watching the training video at

https://youtu.be/41iwe92_kR0

The use of RallySafe for these events was based on their use of a reliable satellite radio network, the system's ability to relay status and location through following cars if needed, the ability of the units to give advance warning to oncoming cars of an incident on stage, and the 'push to pass' feature that will let a slower car know you are behind them and want by.

Installation of the System

There is a detailed installation guide attached, here are some KEY items you should be aware of.

Installation Kit: You will receive a kit that consists of external and internal antennas, the wiring needed, and a 'roll cage' mount. This needs to be installed in the car before tech inspection. The units use a standard 1" RAM ball mount if you want to prepare your car ahead of time and use a better mounting location.

FULL TIME Power: The units need to run full time power, not switched power. The power lead for the unit is about a half metre long, and relatively small wire, so you may have to run power wires before final fitting of the unit. ***If you are planning on entering either of the other events running Rally Safe, you probably want to install a power lead with a proper connector in your car and then just add the connector to the RallySafe power lead.***

Unit Placement: The ideal location for the unit is in the centre of the car, but that may not be possible with a roll cage mount. **It is crucial that the unit is visible to the co-driver while on stage.** Placement should be above the top of their pace note books when reading them, but not so high that their helmet visor blocks the display.

Understanding the Display

It is important to understand that RallySafe does NOT replace the normal triangle procedure. You must still display an OK sign if you are OK and you must still SEE and OK sign before continuing past a car stopped on stage. When you approach a car stopped on stage, here are the warnings you will see.

OK (Green): This means the car is not blocking the stage, and the crew are OK. You need to see the crew display an OK sign before continuing.

Hazard (Yellow): This means there is a Hazard on the stage ahead. **This COULD mean the stage is completely blocked** and you may have to stop. You need to see the crew display an OK sign before continuing. *This is the default status when a car stops on stage.*

S.O.S. (Red): This means the crew is **NOT OK and needs help. YOU MUST STOP.** The SOS is automatically selected in a high energy impact. **If you are the first car to stop at a SOS and confirm it is a RED CROSS situation, manually upgrade to SOS status on your unit as well.** Select Fire or Medical as required by the incident. Continue following normal Red Cross procedures and send information on to the next radio point.

Pass Request (Blue): A car has caught up to you and is requesting that you let them by. Use common sense and move over when it is safe to let them by.

Returning The Units

We will collect the units at the end of the event. Please be prepared to disconnect the power wires to the unit and help us remove the antenna wiring. It will be dark, and we may not instantly know where the cables are routed.

Following Online

The events will be displayed on the RallySafe Website at <http://rallysafe.com.au>, as well as on their smart phone app. Unofficial stage times will be shown on the site as well. Specific URLs will be distributed on Social Media closer to the event.

Disclaimer

This manual, the specifications and the material contained in it, as released by Status Awareness Systems and Rallysafe, is for the purpose of information only. Due to continuous ongoing development; information and specifications may change at any time without notice. Rallysafe and the companies that have contributed to it, shall not be liable for any use of the manual or information supplied.

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Rallysafe® Fitting Kit Components

The Rallysafe Fitting Kit includes:

- Rallysafe Installation and Fitting Kit Instruction Sheet;
- 2 in 1 Antenna with Leads (options for stick on or bolt on and lead length to be selected when ordering), with the bolt on type being the preferred method.
- Internal Wifi Antenna with lead (options of lead length to be selected when ordered)
- 6 – 24v hard wiring loom with plug (length selected when ordering to include 300mm spare cable at mounting point.)
- 1 Roll Cage Mount or 1 flat mount with 25mm ball joint (to be bolted through dash)
- 1 adjustable mount connector/knuckle (short of long to be selected when ordering).



(Contents may not be identical to the picture shown)

(The Rallysafe Display Unit is not a part of the fitting kit and will be available at documentation or scrutiny)

12 Volt Power Supply (Please read this carefully)

Rallysafe requires a continual reliable power supply from 9 to 28 volts DC, for your safety and continuity of service, it is imperative that the unit is connected to an un-switched supply on the battery positive terminal or the battery positive side of the isolation switch, insure that power is supplied to the unit at all times. Do not use an ignition switched power supply.

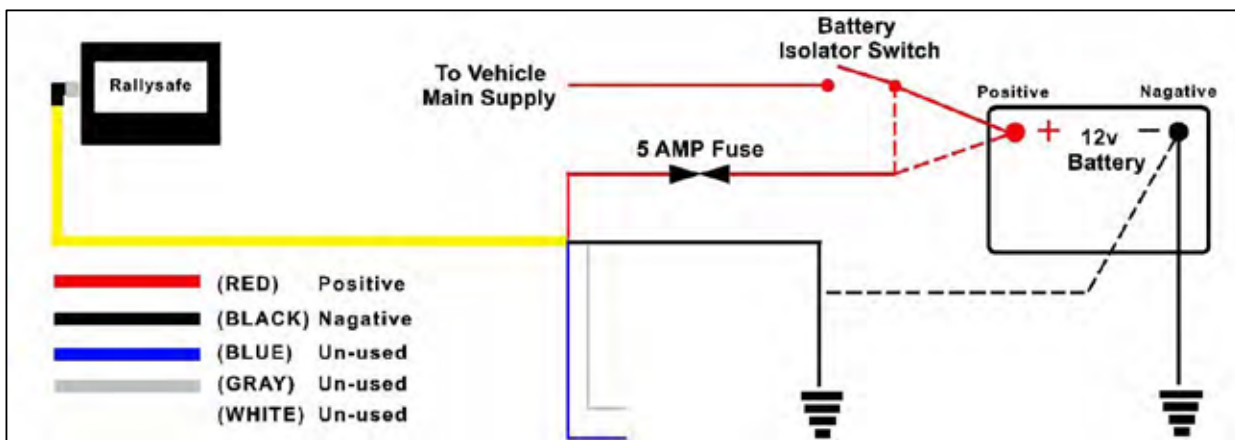
We recommend that a 5 amp (Max) blade type or similar quality fuse is used at the battery supply end of the Rallysafe power lead.

0 volts or Battery negative can be picked up at any suitable earthing point providing the isolation switch does not switch the negative side of the battery.

The Rallysafe unit has an internal battery that is kept charged via the cars power supply, it is only there as a reserve supply to power the unit in an accident situation where the cars power supply is interrupted. ie: car battery smashed or dislodged.

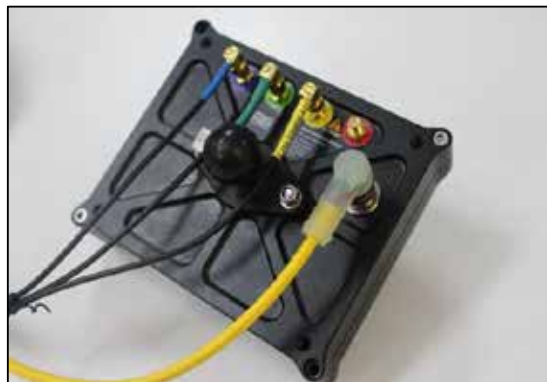
As the Rallysafe unit is aware of movement and its location; it will automatically go into power save/sleep mode 5 minutes after no movement is detected, however, the unit will continue to function is when it is sending Hazard type signals while on stage. The unit will be "woken" up by pressing any button or by movement of the car.

Connection Diagram.



Photos of Connections and Terminals

(Please note: Types of units may change; Aerial Leads/Colour Coding will always be the same)



A minimum of 300mm of Rallysafe Power Supply Cable and Antenna Leads should be left at the unit mounting bracket location for connection to the unit.



The Antenna leads are connected as follows. (There may be variations with the type and number of leads)

- 1: On the Internal Wifi Antenna, the lead labelled by the colour "Blue" is connected to the terminal labelled "WiFi" on the Rallysafe unit, (it is Right Hand Thread), terminals may be on the side or rear of the unit and or colour coded Blue.
- 2: The Satellite Antenna lead is connected to the centre or rear terminal labelled "IRI". It may also be colour coded Yellow; this may be not marked on the 2 in 1 antenna and is Left Hand Thread.
- 3: The GPS Antenna lead labelled "GPS", is connected to the terminal labelled "GPS" on the Rallysafe unit, (it is Right Hand Thread), terminals may be on the side or rear of the unit and or colour coded Green.
- 4: GSM, if optioned will have a small stick antenna supplied with the Rallysafe unit, and is connected to corresponding terminal labelled "GSM" on the Rallysafe unit, (it is Left Hand Thread), the terminal may be on the side or rear of the unit and or colour coded Red.

(Note: Internal WiFi is only marked by the colour "Blue", it is to be connected to the uppermost or rear terminal labelled "WiFi" on the RallySafe Unit).

Unit Mounting

The preferred mounting method for the RallySafe unit is on a Ram style 50mm x 75mm flat base with ball, bolted through the dash (with a 3mm aluminium backing plate), in a protected central location, easily seen and accessible by both the driver and co-driver/nav. Photographs of the best mounting options and positioning are below.

An alternative mounting method for the Rallysafe unit is on the roll cage forward leg on the Co-Driver's side on a Right Angle Rollcage Bracket with ball and Connector Clamp (also shown in photos above and below).

The Rallysafe unit should be mounted in a vertical (preferred) position where peripheral vision will catch screen warnings etc. Some Drivers prefer to have visual contact with the unit others prefer to let the Co-Driver view the screen and call the warnings as required.

These photos are an example of Preferred Method, Dash Board positioning.



These photos are an example Alternative Method of Roll Cage positioning.



Antenna installation

2 in 1 Bolt On: Preferred (see photo's below)

The antenna is mounted through a 12mm hole in a central location on the ROOF of the vehicle, preferably 50mm forward of the main Roll bar hoop allowing the cabling to pass through the roof and follow the cage bars back to the RallySafe unit location. In certain circumstances, an alternative style of antenna can be ordered that does not require a hole to be made through the roof. It is highly recommended that the normal 2 in 1 antenna be used, as it significantly improves communications. The antenna is a fully watertight unit which seals against the roof surface.

2 in 1 Stick on: Alternative

The antenna is to be mounted in a location on the ROOF of the vehicle preferably within easy cable reach of the final RS unit mounting position allowing the cabling to then pass through the door seal and follow the cage bars back to the RS unit location. The antenna is a fully watertight unit which seals against the roof surface. Cabling will need to be suitably taped and protected to the outside of the car.

Internal WiFi:

The Internal WiFi should be placed on the inside of the ROOF preferably 100mm behind the main hoop. The internal WiFi Antenna has a magnetic base with a double sided tape for adhesion, the cable is then to be run to the Rallysafe unit. *(Please keep cable inside roll cage so not to be crushed in the event of an accident.)*

Bolt On: (12mm Hole)



Stick On



Internal WIFI



Please don't hesitate to [contact](#) us if you have any questions regarding the installation and fitment of any components or the RallySafe unit.

Power Cable Conductor Specifications		Unit Power Consumption at 12 volts	
Number of Conductors	5	Power On – Transit Mode	0.200A
External Diameter	2.5mm	Power On – Transit Mode - Charging	0.300A
Material	Copper	Power Down – Sleep Mode	0.002A
Current Rating	5A	Transmitting Incident on Stage	0.250A

Good luck and safe racing from the team at RallySafe.