

2021 Ontario Rally Sprint Championship
Rules and Regulations

1 GENERAL

1.1 Definitions

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

CARS - Canadian Association of Rally Sport;

“The Championship” - The Ontario Rally Sprint Championship;

ORSC - Ontario Rally Sprint Championship;

RSO - Rally Sport Ontario;

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

2 APPLICABLE REGULATIONS

Each event in the Championship, and the ORSC as a whole, shall be held under the CARS General Competition Rules, the CARS Rally Sprint Regulations, and the RSO Rally Rules and Regulations. Where rules deviate from the NRR's they will be clearly laid out in this document.

3 CHAMPIONSHIP EVENTS

3.1 General

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

3.2 Listing Fees

- a) Each organizing club shall pay RSO a levy for each event that is part of the ORSC;
- b) RSO reserves the right to assess a levy based on event status to maintain the General Reserve Fund,
- c) Fees are shown in Appendix A, which is posted at www.rallysport.on.ca

3.3 Entry Levies

- a) Each organizing club shall pay RSO a levy for each competitor started in a listed event;
- b) RSO reserves the right to assess a levy based on event status to maintain the General Reserve Fund,
- c) Fees are shown in Appendix A, which is posted at www.rallysport.on.ca

3.4 ORSC Championships

The ORSC shall consist of the following Championships:

- a) AWD Champion Driver and Co-Driver;
- b) 2WD Champion Driver and Co-Driver;
- c) Novice Driver and Co-Driver

4 ELIGIBILITY

4.1 Competitor Eligibility

- a) Must hold a RSO Rally Sprint license or CARS regional/national rally license.
- b) It is highly recommended that the driver compete in at least two rally cross events prior to applying for a Rally Sprint license.

4.2 Vehicle Eligibility — Class Championships

Eligibility for each class championship shall be in accordance with the CARS Rally Sprint Regulations 28.3.

~~4.3 Exhibition class~~

This section deleted in 2021

4.5 Championship Awards

Awards will be presented each year for each championship outlined in 3.4.

4.7 Novice Eligibility

A person will be considered a Novice Driver or Novice Co-Driver who at the beginning of the current competitive year, has never competed in a performance rally. And has not won the novice championship in any previous year of the ORSC.

All other drivers are ineligible for novice points.

4.8 Event Awards Eligibility

All competitors entered in an ORSC event shall be eligible for event awards as outlined by the event organizer.

5 CHAMPIONSHIP SCORING

5.1 General

Series points shall be awarded for each event according to the overall finishing position of each eligible competitor in relation to other eligible competitors.

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

5.2 Shared Vehicle

If the event is set up to do so, a vehicle may be shared with a maximum of two drivers or co-drivers.

- a) A driver can only compete and score points in only one event during an event weekend;
- b) A co-driver can compete in two events during an event weekend but will only score points during the first event run of the event weekend.
- c) Points are awarded for the seating position declared before the event start.

5.3 Switching of seat position

Seat position can be switched during the event but points are awarded to the pre-start declared position.

5.4 Event and Championship Scoring

Timing and Scoring for the 2021 Ontario RallySprint Series

Background

While RallySprint is modeled on standard performance rally rules it has some differences in objectives. Some people see RallySprint as a stepping stone or training ground to full performance rally while others are happy with RallySprint's lower costs and more relaxed atmosphere.

Although maximum stage and event length are regulated, a RallySprint has targets for maximum average speeds. The trade-off is slightly lower car preparation standards.

One goal is to give as much seat time as possible for each competitor while still rewarding consistent finishing of each stage. Another is to keep the event moving given that many of the stages are turn-arounds and delays completing a stage delays the whole event.

A competitor may fail to complete a stage but needs incentive to continue in the event after repairs or being pulled back on the road. Typical "slow time" for a RallySprint stage is five minutes. The maximum time for each stage will be double the slow time, or typically 10 minutes, for each missed or incomplete stage.

This will allow the event to keep moving since subsequent stages won't be held up waiting for the 20 minute maximum lateness to expire. The extra five minutes per stage means the affected competitor probably won't be able to place near the top of the finish order.

Another change is to have each stage in each event scored individually for the championship. If there were 18 stages over three events with 10 points for a class win per stage then a perfect record would be 180 points. Missing one or two stages in the championship wouldn't have the same effect as missing a stage in an event. The championship factors in consistency in finishing as well as better stage times.

Event scoring

- Timing and scoring are generally in accordance with the 2021 National Rally Rules (NRR) sections 15 and 16. <https://carsrally.ca/wp-content/uploads/2015/09/CARS-2021-Rules-Ver-1-2.pdf>
- Event scoring will be the total time taken to complete the stages plus any transit penalties. The lowest total score in class is the class winner.
- The maximum lateness for a stage is double the listed slow time. Maximum lateness for a RallySprint is a total of 15 minutes. A competitor's maximum lateness is reset if they miss a stage and they rejoin at a subsequent stage.
- Stages not completed by a competitor will be scored as double slow time. For example, if you have a flat and take 12 minutes to complete a stage with a 5 minute slow time, you still get scored at 10 minutes. The calculated in-time at the next stage in this case would be based on the time taken to complete the stage.
- If a competitor is slow to complete a stage or is late at an arrival control they run the risk of being so far behind the rest of the cars that they may not be allowed to start the next stage. This will be a decision by the clerk who will endeavour to have the affected competitor rejoin the RallySprint as soon as practical.

- To appear in the results as a finisher, at least one stage in the event must be started.
- If a competitor needs to rejoin the event their position in the start order will be determined by the clerk or designate.
- Transit penalties are one minute for each minute or part thereof for checking in early and ten seconds for each minute or part thereof for late check-in. Since many stages are turn-arounds the check-in time for the turn-around may not be defined in the route book, in which case a start order list may be posted. In case of no clear direction, the competitors should restart in the order they finished in the preceding stage. Properly following the direction of the marshals should not incur transit penalties.

Series scoring

- For the series, each stage is scored individually. The winner in class gets 10 points, second place 9 points and so on. Incomplete or missed stages still get points assuming there are 10 or less cars in the class. One point is deducted for each stage that has a transit penalty assigned to the individual competitor.
- A stage winner getting 10 points with a transit penalty for the stage would get 9 points. The second place competitor without a transit penalty would also get 9 points.
- To score championship points the competitor must start at least one stage in the event.

6 STARTING POSITION

The crew start position will be determined by the event Clerk of the Course.

7 RE-STARTING A RALLY

7.1 General

A crew which has failed to complete a stage may re-start the rally from the start of the next appropriate stage provided that they have expressed their intent to restart to the Clerk of the Course, and the Clerk of the Course or their designate identifies at which point the crew may re-enter the event;

7.2 Conditions for Re-starting a Rally

To re-start the rally, the vehicle must have the approval of the chief scrutineer or their designate;

7.4 Re-start position

A crew which will re-start a rally shall be placed in the appropriate start position as indicated by the Clerk of the Course.