

OEP NO. 248

ALEX DAVIDSON

Northern Territory
Cannonball
DARWIN DARWIN
AYERS ROCK
RUN

**Rules, Procedures
and Supplementary
Regulations
Manual**

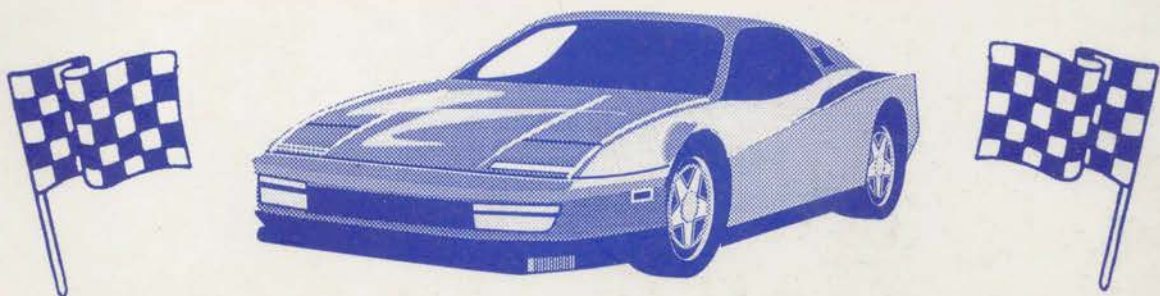


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SECTION ONE INTRODUCTORY NOTES

1. Message from Mr. Allan Moffat

As Chief Executive of the inaugural 1994 Northern Territory Cannonball Run it gives me great pleasure to welcome all Competitors to what we believe to be the World's first professionally conducted motoring event of this kind.

As with any endeavour which is a "World First" it can only be achieved by people with enough determination and courage to do something extraordinary. The Competitors in this event are just such people.

I firmly believe that deep down, all motoring enthusiasts are *Cannonballers* at heart. Whether admitted or not, there's not a motoring enthusiast in the World who doesn't get a real thrill from the roar of a well tuned engine, the handling of a well prepared steering and suspension system, the sight of a sleek sports car on the open highway and the dream that out on that highway, there's no speed limit to cramp your style. But while some dream about it, others do it!

To me, the two most important things about the inaugural 1994 Northern Territory Cannonball Run is that the event is a challenge to all Competitors and that it is safe. As the Organising Body of the event, many people have ontributed many thousands of work hours to achieve these objectives, but ultimately the responsibility for the safe conduct of the event will rest with you, the Competitors.

For the Cannonball Run to be ongoing, and for it to become a motoring event of World renown, every Cannonballer will shoulder the responsibility for the safety of crew, officials, the public and other Cannonball vehicles in the event. Cannonballers are a unique band of motoring enthusiasts and in the true spirit of the Cannonball must support each other with professionalism and comradeship.

I would also like to take this opportunity to extend my thanks to the Chief Minister of the Northern Territory, Mr. Marshall Perron, and his Cabinet, for without their support and their vision, this event would not be possible.

And so to the inaugural Northern Territory Cannonball Run - I wish you all the best of luck and hope you enjoy the challenge, the spectacle, the camaraderie and the sense of achievement which comes with being the first to achieve something new and extraordinary.

**Allan Moffat
Chief Executive
Cannonball Run**

**SECTION ONE
INTRODUCTORY NOTES**

2. Definition of the Northern Territory Cannonball Run

The 1994 Northern Territory Cannonball Run (hitherto referred to as the "Run") will be an international motorsports event subject to the rules, regulations and conditions as set down in this Rules, Procedures and Supplementary Regulations Manual and Further Regulations and Amendments as issued by the Organising Body. The Rules, Regulations and Conditions of the Run will be subject to relevant road rules as set down by the relevant authorities in the Northern Territory of Australia.

The Run will be conducted on public roads commencing Sunday May 22, 1994 in the city of Darwin and finishing in the city of Darwin on Friday May 27, 1994.

In these Rules, 'Competitor' means the person being an individual, body politic or corporation who enters a vehicle in the Run. Competitors will compete for competition points on a daily basis as is detailed in Section Four of this Manual. The winner of the Run will be deemed to have achieved the highest number of Cannonball Competition Points, or if no Competitor has achieved Cannonball Competition Points, then the lowest number of Penalty Points.

3. Schedule of Times and Places

1 February 1994	Applications for Entry Open
29 April 1994	Applications for Entry Close
15 May 1994	Official Launch of Cannonball Week - N.T.
16 May 1994	Registrations Open - Trade Development Zone, Darwin
20 May 1994	Speed Observation Scrutiny
21 May 1994	Official Scrutineering and Public Expo - Stokes Hill Wharf, Darwin
21 May 1994	Competitors Official Briefing, Darwin - 1830 hours (Venue TBA)
21 May 1994	Chief Minister's Official Welcome to Cannonballers (Venue TBA)
22 May 1994	Official Start of the Cannonball Run - Stokes Hill Wharf - 1000 hours
22 May 1994	Darwin to Katherine section of the Cannonball Run
23 May 1994	Katherine to Alice Springs section of the Cannonball Run
24 May 1994	Alice Springs to Yulara (Ayers Rock) section of the Cannonball Run
25 May 1994	Lay-Day, Yulara (Ayers Rock)
26 May 1994	Yulara to Tennant Creek section of the Cannonball Run
27 May 1994	Tennant Creek to Darwin Finish of the Cannonball Run
27 May 1994	Cannonball Gala Dinner and Presentation of Awards and minor placings

SECTION TWO CONDITIONS OF ENTRY

1. Entry Categories and Eligibility

1.1 There will be three categories of entry into the Cannonball Run. They will be:

- EXOTIC SUPERCARS
- SUPER CLASSICS
- SPORTS TOURING

To be eligible to enter the Run in any category, a vehicle must be fully registered for general road use in Australia or in the vehicle's country of origin and must comply with the rules, regulations and standards as set down by the relevant Motor Vehicle Registration authority in the State, Territory or Country in which the vehicle is legally registered.

1.2 Vehicles must comply with the relevant Australian Design Rules or equivalent in the country in which the vehicle is registered.

If there is question as to the vehicle's compliance with the relevant rules and regulations pertaining to registration then the matter shall be referred to the Director of Scrutineering for adjudication. The decision of the Director of Scrutineering on the matter will be final and not subject to appeal.

1.3 The vehicle must also be capable of a minimum cruising speed of

- 190 km/h - EXOTIC SUPERCARS
- 160 km/h - SUPER CLASSICS
- 130 km/h - SPORTS TOURING

1.4 This requirement of eligibility in no way infers or compels Competitors to maintain this minimum cruising speed during the course of the Run. It is a requirement only that the vehicle be "capable" of maintaining such speeds.

1.5 If there is question as to the eligibility of a vehicle based upon the vehicle's estimated minimum cruising speed, then the matter will be referred to the Director of Scrutineering for adjudication. The decision of the Director of Scrutineering on the matter will be final and not subject to appeal. The Director of Scrutineering may order the said vehicle to undertake a MINIMUM CRUISING SPEED TRIAL under the observation of a nominated official to determine the vehicle's minimum cruising speed capability. The Competitor will comply with this order and the requirements of the order.

1.6 Competition motor racing vehicles and vehicles modified for the purposes of competition circuit motor racing will not be eligible to enter the Run.

2. Definition of Categories

2.1 The Selection Committee of the Organising Body of the Cannonball Run reserves the right to position any vehicle into the category deemed most appropriate to its make, model, performance and technology status.

2.2 CATEGORY ONE - EXOTIC SUPER CARS

Vehicles positioned in this category will be considered to be superior in technology and performance than most road cars. Vehicles such as Ferrari, Lamborghini, Porsche, Jaguar, McLaren, Lotus and other extremely high performance vehicles will be placed in this category.

SECTION TWO
CONDITIONS OF ENTRY (CONTINUED)

2.3 CATEGORY TWO - SUPER CLASSICS

Vehicles positioned in this category will be general high performance road vehicles and sports cars. Ford Mustangs, Pontiac Trans Ams, Corvettes, GT Falcons, Rolls Royce, BMWs, Ford and Holden Special Vehicles, sports cars of all makes and models, or general road cars fitted with a reasonable sports pack will be eligible to apply for entry in this category.

2.4 CATEGORY THREE - SPORTS TOURING

Vehicles in this Category will be earlier models of the vehicles positioned in Category Two or those vehicles not capable of maintaining the minimum cruising speed of Category Two.

3. Lodgement of Official Entry Forms and Fees

3.1 Applications for an Official Entry Position in the 1994 Northern Territory Cannonball Run must be made by completing the Application Form and lodging a Holding Fee of \$750.00 AUD. The Holding Fee is refundable if your application is unsuccessful. The Holding Fee is not refundable if your application is successful and you subsequently decline to enter the Run.

3.2 Upon receipt of an Official Entry Position Certificate, a Primary Progress Payment of \$2,500.00 AUD is required to be paid within 30 days. Non-payment within the period may result in forfeiture of the allotted Official Entry Position and will result in forfeiture of the Holding Fee.

3.3 A Secondary Progress Payment of \$3,000.00 AUD will be required to be paid by November 30, 1993. An Applicant may withdraw entry prior to this date whereupon the Secondary Progress Payment will be refunded. The Holding Fee and the Primary Progress Payment will not be refunded.

3.4 Final Payment of \$1,250.00 AUD to complete Entry must be received by the Organising Body by February 28, 1994. An Applicant may withdraw prior to this date whereupon the Secondary Progress Payment will be refunded. The Holding Fee and the Primary Progress Payment will not be refunded.

In the case of those Competitors nominating 5 Star Accommodation, the Final Payment will be \$2,250.00 AUD.

3.5 Applications lodged after December 31, 1993 must be accompanied by the Holding Fee and the Primary Progress Payment. The Secondary Progress Payment must be lodged within 7 days of receipt of an Official Entry Position and Final Payment will be required within 30 days or by May 1, 1994 (whichever occurs first).

4. Agreement to Conditions, Rules and Regulations

4.1 The Official Application Form and Official Registration Form, together with all payments to be made in accordance with Section Two, Clause 3 hereof, shall be lodged by the Competitor in respect of each vehicle competing in the Run.

4.2 All persons who travel in a vehicle entered in the Run ("Crew") shall complete the Official Registration Form to the satisfaction of the Organising Body prior to commencement of the Run and no person other than the Crew shall be entitled to travel in such vehicle during the Run.

4.3 The Competitor and the Crew agree to comply with the terms, conditions and regulations contained in this Manual and any amendments thereto advised in writing by the Organising Body from time to time ("Rules").

SECTION TWO CONDITIONS OF ENTRY (CONTINUED)

5. Indemnity

- 5.1 The Competitor and each of the Crew acknowledge that they enter and participate in the Run at their own risk and acknowledge that neither the Organising Body, its officers, employees and agents or the Northern Territory of Australia, its officers, employees or agents has made any representation or warranty as to the condition of the roads or other surfaces upon which the Run is to be conducted or has made any representation or warranty relating to the safety or participation in the Run.
- 5.2 The Competitor and each of the Crew undertake to complete an indemnity releasing the Organising Body and the Northern Territory of Australia in respect of the participation by the Competitor and by the Crew in the Run, in such form and in such terms as the Organising Body may require, prior to the commencement of the Run.

6. Licences

All crew members listed on the Official Registration Form and nominated as Drivers must hold a current open drivers licence for driving in the Northern Territory of Australia. Non-Australian citizens must present a valid and current International Licence.

7. Conditions of Scrutiny

- 7.1 All vehicles nominated to compete in the Run must be presented for Speed Observation Scrutiny on Friday May 20, 1994 at Tiger Brennan Drive, Darwin at 3.00pm and at Official Scrutiny on Saturday May 21, 1994 at the Stokes Hill Wharf, Darwin from 0800 - 1500 hours to be eligible to start in the Run.
Speed Observation Scrutiny and Official Scrutiny re both compulsory.
- 7.2 Speed Observation Scrutiny (Cannonball Alley) will be an exciting and colourful public event to be conducted on a section of closed road controlled by Cannonball Officials and Police. Speeds achieved by Competitors will be electronically recorded and will determine Pole Positions for the Cannonball Run Start on Sunday May 22, 1994 (see Section Seven, Clause 3).

Competitors unavailable for Speed Observation Scrutiny on Friday May 20, 1994 may present on Saturday May 21, 1994 through special arrangement with the Organising Body (see Section Seven, Clause 3, SubClause 3.2)
- 7.3 It is the responsibility of the nominated Crew Captain to ensure that upon the day of Official Scrutiny, the nominated vehicle meets all of the Vehicle Requirements and Crew Requirements and all other regulations and criteria as set down herein the Supplementary Regulations Manual for eligible entry into the Run.
- 7.4 If the nominated vehicle does not meet the criteria set down herein for eligible entry into the Run, then that vehicle may be re-presented for a secondary scrutiny at 0800 hours on Sunday May 22, 1994 at the Darwin Trade Development Zone or at a place to be nominated by the Director of Scrutineering. A Penalty Fee of \$50.00 must be submitted to the Cannonball Office in Darwin no later than 1800 hours on Saturday May 21, 1994 for any vehicle requiring a secondary scrutiny.
- 7.5 Vehicles that do not meet the set criteria on the day of Official Scrutiny or the secondary scrutiny may be excluded from a start in the Run.

The Organising Body reserve the right to change the category of entry of any vehicle as a result of Speed Observation or Official Scrutiny.

SECTION TWO
CONDITIONS OF ENTRY (CONTINUED)

- 7.6 On the day of Official Scrutiny, all nominated vehicles will be examined for:
- 7.6.1 Compliance with the Vehicle Requirements and Crew Requirements as set down herein the Supplementary Regulations Manual.
 - 7.6.2 Compliance with the criteria of the nominated entry category.
 - 7.6.3 Compliance with the relevant rules and regulations relating to Motor Vehicle Registry in the Northern Territory of Australia.
 - 7.6.4 Make and Model of the vehicle as nominated on the entrant's Official Entry Form.
 - 7.6.5 Presentation.
 - 7.6.6 Quality of selected tyres.
 - 7.6.7 Noise emission level.
 - 7.6.8 Compliance with the provision of compulsory safety equipment.
 - 7.6.9 Compliance with the requirements for vehicle Signage and Identification.
 - 7.6.10 Safety requirements and or matters relevant to the particular vehicle as may be identified by the Director of Scrutineering or his authorised representative.
- 7.7 Vehicles will be subjected to further scrutiny during the course of the Run as determined by the Director of Scrutineering. It is the responsibility of the Crew Captain for each nominated vehicle to ensure that all of the requirements of scrutiny be met before presentation of the vehicle at the daily start of the Run.

SECTION THREE CANNONBALL RUN REGULATIONS

1. Vehicle Requirements

- 1.1 Each nominated vehicle entered in the Cannonball Run will require:
 - 1.1.1 Approved safety belts for each Crew Member.
 - 1.1.2 High speed tyres with a minimum tread depth of 1.6mm measured at the centre of the tyre. Racing "slicks" or tyres marked "For Racing Purposes" or "Not for Highway Use" are not permitted for use in this event.
 - 1.1.3 A minimum of two spare tyres of the same make and type as those fitted to the vehicle. Tyres may be replaced or changed at the discretion of the Crew Captain to ensure the road safety of the vehicle is maximised at all times.
 - 1.1.4 A fire extinguisher complying with AS1846 or AS1848, of at least 900g capacity, must be properly fitted in a suitable location.
 - 1.1.5 UHF Radio transceiver.
 - 1.1.6 First Aid Kit.
 - 1.1.7 Two reflective or fluorescent "Hazard" triangles.
 - 1.1.8 One "Hazard Flash" battery operated torch.
 - 1.1.9 A minimum of two litres of drinking water.
 - 1.1.10 Laminated windscreens or a windscreen of a suitably rigid and transparent material and at least 6mm in thickness.
 - 1.1.11 A resettable odometer which registers in kilometres and tenths of kilometres, or miles and tenths of miles. Please note all Route Instructions will be in kilometres.
 - 1.1.12 A noise emission level of no higher than 96 dbA.
 - 1.1.13 Stopwatch.

**SECTION THREE
CANNONBALL RUN REGULATIONS (CONTINUED)**

2. Crew Requirements

2.1 A minimum of two persons comprising a Crew Captain and Crew Co-Driver/Navigator is required for a vehicle to be eligible to start in the Run. More than two Crew members are permitted in a given vehicle on the condition the extra Crew members have been nominated on the Official Application Form and that the Organising Body has been consulted on the matter and have provided approval for such in writing. The number of persons permitted in a given vehicle will not exceed the registered safety capacity of that vehicle and will not in any case exceed a total of four persons.

2.2 All persons nominated as Crew during official Registration will be required to compete in the nominated vehicle throughout the entirety of the Run unless otherwise directed by the Organising Body in the case of emergency.

Crew's exceeding 2 persons in number will be required to pay \$1,200.00 per extra person which includes twin share accommodation, meals, access to driver briefings and VIP Presentation Dinner (as per Competitors).

2.3 Each Crew member competing in the Run will be required:

2.3.1 To wear on their person in a conspicuous position during all competitive sections of the Run and during any activity so arranged by the Organising Body, the official Crew Identification Photopass as allocated to the Crew member by the Organising Body at Registration.

2.3.2 To produce such licences as required in Section Two, Clause 6 of this Manual for inspection during official scrutineering.

2.3.3 To be attired during the course of the competitive sections of the Run in shoes, socks, a shirt with a minimum of short sleeves and clothing from neck to ankle.

NOTE: It is recommended, though not mandatory, that Crew members attire themselves in a light weight fire resistant racing suit. Such suits will be available for purchase from the Organising Body. Orders for same must be received no later than April 15, 1994.

3. Safety Helmets

The wearing of safety helmets is not compulsory, however, is recommended during the Flying Mile Challenges.

4. Vehicle Signage and Identification

4.1 Advertising signage is permitted on competition vehicles, however, no sign or attachment of any kind will be permitted to protrude or extend from the normal external body shape of the nominated vehicle.

4.2 Space must be reserved on the nominated vehicle for the placement of signs provided by the Organising Body. These signs will take precedence over all other signs affixed to the vehicle. The reserved positions for the placement of these signs will be:

4.2.1 Front Doors - 500mm deep x 400mm wide for Door Decal

4.2.2 Roof - 400mm x 400mm for Roof Decal

4.2.3 Centre Front Bonnet 380mm x 200mm Cannonball Identification Sticker

SECTION THREE

CANNONBALL RUN REGULATIONS (CONTINUED)

- 4.3 Each nominated vehicle must have affixed to the door decals supplied by the Organising Body, the vehicle's allocated Official Entry Position number. The numbers shall be in black lettering of a height no less than 200mm. In addition the official Entry Position number is to be affixed in black lettering of a height no less than 250mm on a white contact or vinyl background affixed to the rear windscreen of the vehicle in the top right-hand quarter or bottom right hand quarter.
- 4.4 All lettering placed on the vehicle is to be of a professional standard and is to be maintained in a neat and tidy order throughout the duration of the Run.
- 4.5 All signs, advertising or other, affixed to the vehicle are to be of professional standard and are to be maintained in a neat and tidy order throughout the duration of the Run.
- 4.6 The Organising Body may order the re-lettering of any sign which, in their opinion, does not comply with the above.
- 5. Numberplates**
- 5.1 Competitors will be provided with a set of Cannonball Run numberplates for affixing to their nominated vehicle. These number plates are supplied by the Northern Territory Department of Transport and Works and are legal registration plates for the duration of the Run in the Northern Territory.
- 5.2 Cannonball Run numberplates will be numbered with the competitor's Official Entry Position number.
- 5.3 Numberplates are to be affixed to the nominated vehicle in the position normally occupied by the vehicle's registration plates.
- 5.4 Numberplates will be made available to Competitors on the completion of their Secondary Progress Payment and may be retained by the Competitor at no cost as a memento of the Run.
- 6. Support Crews, Support Vehicles and Mechanical Support**
- 6.1 Competitors are permitted to run crews or vehicles as support for their nominated vehicle. Support crews will start each day at the rear of the field behind the Sweep Vehicles, Recovery Vehicles and other Official Vehicles.
- 6.2 Cost of support crews is \$1,200.00 per person which includes twin share accommodation and meals plus entry into the VIP Presentation Dinner, driver briefings and access to security impound areas.
- 6.3 Support vehicles must have vehicle signage and identification as per Section Three, Clauses 4.1 to 4.6. The support vehicle is to display the same Official Entry Position Number as displayed by that team's Competition vehicle preceded by the letter 'S'.
- 6.4 The Organising Body of the Run will supply, as an entry fee inclusion, adequate transport of spare parts for all competition vehicles and transport of baggage for all Competitors.
- 6.5 Mechanical Support will be supplied by the Organising Body for those Competitors with serious mechanical difficulties, however, it is recommended that at least one member of each Crew be sufficiently experienced in mechanical matters to resolve minor mechanical difficulties and to effect vehicle maintenance.

SECTION THREE
CANNONBALL RUN REGULATIONS (CONTINUED)

- 6.6 The Director of Mechanical Support is vested with the authority to determine whether a given mechanical difficulty is of a "serious" nature, thus requiring Mechanical Support, or is of a "minor" nature which is to be resolved at the discretion of the Crew Captain. The decision of the Director of Mechanical Support will be final in such matters.
- 6.7 Any competitive vehicle requiring Mechanical Support must be registered for repairs with the Director of Mechanical Support no later than 1900 hours on any given competition day and by 0800 hours on the lay-day or non competition day.
- 6.8 Any competitive vehicle undergoing repairs through the division of Mechanical Support must be accompanied at all times by a responsible member of that vehicle's nominated Crew.
- 6.9 Workshop facilities and tyre repair and balancing will be available in Katherine, Alice Springs, Yulara and Tennant Creek. Consult Guide to Competitors for locations.

7. Driver and Co-Driver/Crew Briefings

- 7.1 A compulsory Driver and Co-Driver/Crew Briefing will take place on Saturday May 21, 1994 at 1830 hours at Darwin (Venue TBA). Failure of all Crew to attend this briefing could result in that Crew being denied permission to start.
- 7.2 A compulsory Driver and/or Co-Driver/Crew Briefing will take place daily at approximately 2000 hours at the meal time venue on each competitive day of the Run. Either the Driver or Co-Driver or a responsible Crew member must be in attendance during this briefing as a representative of the nominated vehicle. Failure to provide a representative at this daily briefing could result in a penalty as so determined by the Clerk of Course.

8. Security Impound Regulations

- 8.1 All competition vehicles will be impounded at the conclusion of each competition day of the Run and after the conclusion of Official Scrutineering in Darwin.
- 8.2 Vehicles entering the impound area must be parked as directed by Officials.
- 8.3 Vehicles must be fully fuelled prior to impound.
- 8.4 Re-fuelling during impound will not be permitted.
- 8.5 Vehicles may not be removed from the impound area without the written permission of the Clerk of Course with the exception of the lay-day.
- 8.6 Vehicles may be removed from the impound area on the lay-day after presentation of Crew Identification Photopass or presentation of identification as required by the Security Official.
- 8.7 There are no restrictions on repairs being carried out on a nominated competition vehicle whilst in impound. Vehicles requiring repair outside the impound area (eg: workshops) should do so prior to compound.
- 8.8 The impound area will be security patrolled at all times and presentation of Crew Identification Photopasses will be required for entry and exit from the impound area.

**SECTION THREE
CANNONBALL RUN REGULATIONS (CONTINUED)**

9. Media Conferences

Media Conferences will be called from time to time throughout the duration of the Run to provide the media with official results and to provide opportunities for the media to interview competition leaders. Media Conferences will not be called at times when Competitors will be competing nor preparing to compete. If requested by Officials, Competitors will make themselves available for such conferences and will not make themselves unavailable for such conferences without reasonable cause.

10. Judicial Matters

- 10.1 The Clerk of Course is responsible for the application of the Cannonball Run rules and regulations during the Run.
- 10.2 The Stewards of the Meeting are vested with the authority to make decisions on matters not covered by the rules and regulations as set out in this Manual.
- 10.3 Any protests regarding the application of the rules and regulations will be referred to the Stewards for a decision.
- 10.4 Protests relating to any error, action, or irregularity occurring during any competitive section or control point during the Run must be lodged within one hour of arrival at the End of Day Control Point on the same day that the error, action, or irregularity took place.
- 10.5 Protests regarding the compilation and/or assessment of official results must be lodged within 30 minutes of the official posting of those results.

11. Radio Communication Regulations

- 11.1 Each competition vehicle must be fitted with a UHF Radio Transceiver in accordance with Section Three, SubClause 1.1.4 of this Manual.
- 11.2 The vehicle's UHF Radio Transceiver must be in operation and tuned to the frequency channel allocated for Competitors at least 30 minutes prior to each Competition Day's official Start Time or as advised by the Officials during nightly briefings.
- 11.3 The vehicle's UHF Radio must be in operation throughout the duration of the competition day and must not be switched off until at least one hour after checking through the End of Day Control Point or until the vehicle is secured in the impound area.
- 11.4 Radio communication between Competitors must take place on Channel 40 or as otherwise advised.
- 11.5 Radio communication between Competitors and Officials must take place on Channel 40 unless otherwise directed by Officials.
- 11.6 Radio communication between Competitors and Aerial Surveillance must take place on a channel to be advised.
- 11.7 Radio silence is to be maintained during all Starts, Finishes and Control Points and for a period of at least two minutes after passing through a control point unless otherwise directed by an Official.
- 11.8 Any Competitor wishing to overtake another Competitor must advise that Competitor by Radio and receive an "all clear" response prior to commencement of the overtaking manoeuvre.

SECTION THREE CANNONBALL RUN REGULATIONS (CONTINUED)

- 11.9 Any Competitor unreasonably denying another Competitor the "all clear" to overtake, either through non response or through communicating inaccurate information, may be subject to penalty and even exclusion from the event.
- 11.10 The communicating Competitor must first state the Competitor's own vehicle number followed by that of the vehicle being communicated to by reading the number affixed to the rear windscreen of that vehicle (as required in Section Three, Clause 4 of this Manual). The communicating Competitor must then state his/her request.

example:

CALL

"Cannonball Car 219 calling Car 135
requesting all-clear to overtake"

AFFIRMATIVE RESPONSE

"Cannonball Car 135 calling Car 219
advising all-clear to overtake"

OR NEGATIVE RESPONSE

"Cannonball Car 135 calling Car 219
advise request denied, request denied.

On-coming traffic, on-coming traffic." (or other)

- 11.11 Competitors sighting any debris on the road surface or any irregularity which may constitute a danger to other Competitors or general road traffic must report by radio the nature of the debris or irregularity and it's approximate location as indicated on their odometer to the next Official Observation Post or to Aerial Surveillance or any other Official Vehicle.
- 11.12 All Radio Communication is to be conducted by the Co-Driver.

12. Vehicle Modifications

Vehicle modifications are permitted insofar as any modification must comply with the rules, regulations and standards for Motor Vehicle Registry in the State, Territory or Country in which the vehicle is legally registered.

Authorised documentation, certificates and compliance plates relevant to vehicle modifications must be presented to Motor Vehicle Registry Inspectors at Official Scrutiny. Vehicles with modifications presented for scrutiny without relevant documentation authorised by the relevant Motor Vehicle Registry authority in the State, Territory or Country in which the vehicle is registered may be denied permission to start in the Run.

13. Headlights

Headlights should be flashed prior to an overtaking manoeuvre.

SECTION FOUR COMPETITION RULES AND POINTSCORING

1. Cannonball Special Sections

- 1.1 Cannonball Special Sections are competitive sections during which competition **Penalty Points** may accrue. The object during Cannonball Special Sections is to incur no penalty points. A Section Time is set between two official Control Points (A **Start of Section Control Point** and an **End of Section Control Point**). The distance between the two Control Points will vary from section to section.
- 1.2 There will be several Cannonball Special Sections on each Competition Day of the Run.
- 1.3 Competitors must complete the section in the set time (Section Time) after which **Penalty Points** will accrue expressed in actual seconds. The maximum **Penalty Points** accrued in any one Cannonball Special Section will be 7200 seconds. If a Competitor passes the **End of Section Control Point** after the closure of that Control Point then the **Penalty Points** accrued by that Competitor will be deemed to be not more than 7200 seconds.
- 1.4 Early arrival at the **End of Section Control Point** is permitted with no accrual of **Penalty Points** for a period no longer than three minutes. After the three minute early mark exactly (180 seconds early) the Competitor will be penalised at double the value for each second early thereafter ie: at 181 seconds early, the penalty accrued will be 2 seconds, at 182 seconds early, the penalty accrued will be 4 seconds, and so on.
- 1.5 Any Competitor arriving more than seven minutes early on more than one Cannonball Special Section on any one competition day may be excluded from further participation in the Run.
- 1.6 During each Cannonball Special Section, the public highway in use will be open to general road traffic so that Competitors must employ the use of responsible highway driving skills.
- 1.7 Competitors must at all times comply with the traffic rules and regulations of the Northern Territory.
- 1.8 Competitors must adhere to all posted speed limits and to speed limits as may be posted by Officials.
- 1.9 Competitors must comply with the instructions of any course marker or sign as posted by the Officials or as indicated by Flag Marshals.
- 1.10 On many parts of the highway in the Northern Territory there is no speed restriction. This will enable Competitors to plan a strategy for the successful completion of each Cannonball Special Section. Competitors are reminded, however, that reckless and dangerous driving are traffic offences in the Northern Territory.
- 1.11 Competitors committing traffic offences will be subject to the schedule of penalties as set down by the Traffic Code and enforced by the Police Department.
- 1.12 Competitors committing traffic offences may be penalised at the discretion of the Stewards and repeat offenders will be excluded from further participation in the Run.

2. Cannonball Flying Mile Challenge

- 2.1 The object of the Cannonball Flying Mile Challenge is to accrue **Competition Points**.
- 2.2 The Cannonball Flying Mile Challenge will be held once per day on a section of highway closed to all non-event traffic. Competitors will enter this section under radio instruction from an Official or under Marshals instructions.

SECTION FOUR COMPETITION RULES AND POINTSCORING (CONTINUED)

2.3 Competitors will be radar clocked at a marked point during this section to earn **Competition Points** which will be expressed in seconds. One km/h will equal one second, ie: a Competitor registering 200 km/h in the Flying Mile Challenge will earn 200 seconds in **Competition Points**.

2.4 The Flying Mile will be approximately 1.6 kilometres in length and no longer than 3 kilometres in length. Entry and Exit zones may extend this distance.

Competitors will enter the Flying Mile at a rolling start of 60 kpm.

3. Cannonball Grand Tourer Sections

3.1 Cannonball Grand Tourer Sections are non-competitive transport sections in which no **Penalty Points** will accrue and no **Competition Points** will be available. These sections are usually of some scenic significance and Competitors are invited to complete the section at their leisure.

3.2 Competitors' attention is drawn to the fact that closing times will be posed for each Control Point so late arrival at the Control Point after a Grand Tourer Section could exclude the Competitor from entering the next Cannonball Special Section and that Competitor will immediately accrue 7200 seconds of **Penalty Points**. Prompt transport through the Grand Tourer Sections is recommended.

3.3 During Cannonball Grand Tourer Sections Competitors must comply with the instruction of any course marker or sign as posted by the Officials or as indicated by Flag Marshals.

4. Calculation of Results

4.1 All **Competition Points** and **Penalty Points** as determined above will be expressed in seconds.

4.2 **Penalty Points** will accrue as negative points whilst **Competition Points** will accrue as positive points. The Competitor posting the *lowest accrual* of **Penalty Points** and the *highest accrual* of **Competition Points** (using the formula - Total Competition Points minus Total Penalty Points = Final Score) will be deemed the winner of the Cannonball Run for that Competitor's category of entry.

5. Schedule of Penalties

5.1 For a detail of **Penalty Points** during the Cannonball Special Section refer to Section Four, Clauses 1.1, 1.2, 1.3 and 1.4.

5.2 Stewards of the Run will decide upon penalties up to exclusion to be imposed upon Competitors found to have committed any of the following offences:

5.2.1 Dangerous or reckless driving.

5.2.2 Drink driving.

5.2.3 The consumption of alcoholic liquor by any Crew member within six hours of the start of the Run or during any Section of the Run or at any Control Point.

5.2.4 Failure to follow the direction of an Official.

5.2.5 Failure to follow the direction of a Police Officer.

5.2.6 Failure to comply with the Traffic Rules of the Northern Territory or to comply with posted speed limits.

SECTION FOUR
COMPETITION RULES AND POINTSCORING (CONTINUED)

- 5.2.7 Failure to follow the directions of an official Cannonball sign or Flag Marshall
- 5.2.8 Failure to comply with the requirements for eligibility.
- 5.2.9 The wilful interference with any course marker or with Public and/or Private Property.
- 5.2.10 Travelling on a Cannonball Flying Mile Section in the opposite direction as to that identified in the Route Instructions.
- 5.2.11 Reckless or Dangerous Driving in a Control Point area or at or about a START LINE.
- 5.2.12 Competing in the Run with Crew members other than those nominated at Registration.

5.3 Other Penalties include:

- 5.3.1 Loss of any official card or document issued for the purposes of timing or pointscoreing - 7200 seconds
- 5.3.2 Failure to report at a Control Point = 7200 seconds.
- 5.3.3 Stopping or slowing (ie: slower than 100 kph) at any time during a Cannonball Special Section without due cause, with the exception of that required by posted speed limit signs or the direction of an Official, Marshal or Police Officer = 3600 seconds .
- 5.3.4 Working on a vehicle in a control area = 180 seconds.
- 5.3.5 Behaviour considered not in the best interests of the Sport as considered by the Clerk of Course = up to 3600 seconds.
- 5.3.6 Breaches of the rules and regulations as prescribed in this Manual or breaches of regulations not covered elsewhere = up to 7200 seconds at the discretion of the Clerk of Course.

6 Stopping and Refuelling

- 6.1 Vehicles are not permitted to stop during Cannonball Special Sections except in the case of breakdown or for refuelling purposes.
- 6.2 If a breakdown occurs, the vehicle must be moved completely off the bitumen and on to the verge or table drain to a minimum distance of 2 metres. Hazard triangles must be positioned at fifty metres to the rear and fifty metres to the front of the vehicle. If the vehicle remains parked thus after 1730 hours then a flashing Hazard torch must be placed at the point fifty metres to the rear.
- 6.3 Vehicles unable to continue under their own motive power will be recovered by a tow vehicle and taken to the next town at which the Crew must arrange to effect their own repairs.
- 6.4 Vehicles must not stop during the Cannonball Flying Mile Challenge. If a breakdown occurs, the vehicle will be immediately recovered by a tow vehicle and removed from the section. No other vehicles will be permitted into the section until the section is clear. No repairs will be permitted to be effected during the Flying Mile Challenge.

SECTION FOUR
COMPETITION RULES AND POINTSCORING (CONTINUED)

- 6.5 Cannonball Fuel Depots will be positioned at a distance no more than 230 kms apart. These depots will be placed outside of competitive sections, ie: during Grand Tourer Sections. The depots will carry fuel guaranteed for it's quality and purity. Under Section Two, Clause 5 of this Manual, the Organising Body remain indemnified against any claim relating to fuel quality and purity and the effect, if any, on the running of Competitor's motors. Competitors are responsible for the payment of individual fuel usage.
- 6.6 It is not compulsory for Competitors to make use of Cannonball Fuel Depots, however, the Organising Body cannot guarantee the quality and purity of fuel purchased from Service Stations and Roadhouses other than those officially advised.
- 6.7 Competitors whose vehicle will require fuel more regularly than each 230 kms must make their own arrangement for fuelling.
- 6.8 Cannonball Fuel Depots will dispense Super Petrol, Unleaded Petrol and Premium Unleaded. Competitors whose vehicles have other requirements for fuel will be required to make their own arrangements.
- 6.9 Additional fuel tanks may be fitted to the vehicle insofar as the vehicle continues to comply with Section Three, Clause 12 of this Manual. Additional fuel tanks must be positioned outside the passenger compartment of the vehicle and must be vented from the outside. The carrying of additional fuel containers which are not part of the piped fuel system is not permitted.
- 6.10 Competitors are strictly forbidden to refuel inside any Control Point.

7. Posting of Results

- 7.1 Unofficial results of each day's competition will be posted on a Results Board each evening at approximately 2100 hours.
- 7.2 Official Results will be posted by approximately 2100 hours on May 27, 1994 and Winners and Placegetters will be announced during the Presentation Night function held in Darwin that night.

SECTION FIVE COMPETITION PROCEDURES

1. Positions for Daily Starts

- 1.1 Category One vehicles will start first each day, followed by Category Two and Category Three.
- 1.2 The first ten vehicles in each Category will start in order of merit based upon the previous day's accrual of points. Thereafter Competitors will start under instruction by Officials.
- 1.3 For Day One of the Run, vehicles will start in Categories as per above in order of merit based upon the fastest times set during the Speed Observation Scrutiny.

2. Daily Start Procedure

- 2.1 Vehicles must assemble at the Daily Start location at the nominated time. This nominated time and location will be advised at the daily Driver Briefings (see Section Three, Clause 7.2). The first ten vehicles in each Category must assemble in their order of merit as posted on the Results Board on the previous night.
- 2.2 Competitors will register with the **Daily Registration Official** at the Daily Start and will then take up their vehicle position as prescribed above.
- 2.3 Any top ten Competitor failing to Register in their prescribed order of merit will start from the rear of the first ten vehicles in their category or as directed by Officials.
- 2.4 After Registering, vehicles will proceed, under the direction of Officials, to the **START LINE** for the first Cannonball Special Section of the Day.

3. Daily Finish Procedure

- 3.1 At the end of the day's competition vehicles must log in at the **End of Day Control Point** and must present any cards or pointscore documentation for that day's Cannonball Special Sections.
- 3.2 Competitors failing to log in at the **End of Day Control Point** may be subject to Time Penalties.
- 3.3 Competitors unable to log in at the **End of Day Control Point** due to mechanical failure or other must report to the Official Headquarters for that day by 2100 hours or to an on-duty **Control Point Official** or **Sweep Official**. Telephone numbers for Official Headquarters in each township stopover will be notated in the Guide to Competitors.

4. Cannonball Special Section Start Procedure

- 4.1 Vehicles arriving at a **Start of Section Control Point** will be directed by an Official and must comply with the Control Point Speed Limits as posted for that Control Point and must comply with the directions of Control Point Officials.
- 4.2 The beginning of a Control Point will be identified by a Marker. The end of a Control Point will be identified by a Marker, as identified in the Guide to Competitors.
- 4.3 Vehicles within a **Start of Section Control Point** will be directed to the **START LINE**.

SECTION FIVE
COMPETITION PROCEDURES (CONTINUED)

4.4 A vehicle may not move from the START LINE until the Official Starter drops and waves a Green Start Flag, as illustrated in the Appendices to this Manual. If the Green Start Flag is being held stationary then the vehicle must not move from the START LINE. Alternatively, a set of Red Lights at the START LINE will indicate that the vehicle must not move from the START LINE and may only move forward from the START LINE when the Red Lights are changed to Green.

4.5 Excessive wheel spins, high speed take-offs or any other action deemed to be reckless or dangerous by the Official Starter at or about the START LINE will incur immediate Penalty Points of 360 seconds and may lead to exclusion from further participation in the Run.

4.6 Upon the dropping and waving of the Green Start Flag by the Official Starter or the changing of Red Lights to Green, the Competitor may start the Cannonball Special Section, however, the Competitor must adhere to all posted speed signs as the start of Cannonball Sections may be located within town or city limits.

5 Cannonball Special Section Finish Procedure

5.1 Vehicles entering the **End of Section Control Point** must comply with all posted speed signs and the directions of Officials as these Control Points may be located within town or city limits.

5.2 The Section Time posted by a Competitor will be recorded either electronically or through Time Cards. Advices on same will be issued in the Guide to Competitors. Competitors will be supplied with Self-Score Time Cards for the purpose of recording provisional times.

6 Cannonball Flying Mile Procedures

6.1 For safety reasons, Competitors will be Radio Marshalled or Flag Marshalled into the Start of each day's Flying Mile Challenge.

6.2 Competitors will enter a zone called the **Red Zone** at which time no overtaking is permitted and Competitors must observe and comply with speed limits as posted by Officials.

6.3 Competitors will arrive at a Marshalling Point, at which time Officials will direct one vehicle at a time to proceed to the Flying Mile Zone. The public highway will be closed at this time.

6.4 From a 60km/h rolling Start Competitors will receive a Green Flag from which point a maximum speed may be accelerated to.

6.5 Vehicle speed will be electronically recorded at a given point prior to the One Mile mark.

6.6 At the One Mile mark, a Chequered Flag will be received at which time the Competitor must reduce speed in compliance with speed limits posted by Officials.

7 Cannonball Grand Tourer Start and Finish Procedures

As the Grand Tourer Sections are non-competitive, there will be no Control Point at the Start and Finish. The Start and Finish of these sections will be identified in Route Instructions.

**SECTION FIVE
COMPETITION PROCEDURES (CONTINUED)**

8. Event Start Procedure - Darwin

- 8.1 At approximately 0700 hours on Day One of the Cannonball Run, Crews will be taken by bus to the Official Impound area at the Trade Development Zone where they will remove their vehicle from Impound. Vehicles will then be assembled in convoy in their Starting Order and will be provided with a Police escort to the Stokes Hill Wharf for the Start of the Run. Competitors must remain in their Starting Order throughout the duration of the convoy and will be lined up in that order in the Pit Area of the Wharf.
- 8.2 At approximately 0930 hours the roads will be officially closed to traffic and pedestrians from the Wharf to the Stuart Highway at which point there will be a Police Control. The southbound lanes of the Stuart Highway to the outskirts of Darwin will also be closed at this time.
- 8.3 At approximately 0945 hours a Police Vehicle will patrol this route to ensure all road closures are effected.
- 8.4 At approximately 0950 hours a siren will sound to advise Competitors of 10 minutes until the Start. At this time the Official Starter will display a TEN MINUTES board. At this time also a second Police vehicle will patrol the route to ensure all pedestrian traffic and motor vehicle traffic is clear of the route.
- 8.5 At approximately 0955 hours the Pace Car will start the route and at this time Competitors will follow the same procedures as detailed in the Daily Start Procedures (Section 5, Clause 2 of this Manual).

9. Event Finish Procedure - Darwin

The Cannonball Run will officially finish at the Diamond Beach Casino. Competitors will have completed their final competitive section prior to entering Darwin and as such will be in a Grand Touring Section on the route through Darwin. Cannonballers must comply with all traffic rules and regulations and posted speed limits until crossing the FINISH line.

**SECTION SIX
OFFICIALS, ADMINISTRATION AND PERSONNEL**

1. List of Cannonball Run Directors

Race Director
Assistant to Race Director
Road Directors
Assistant to Road Directors
Director of Scrutineering
Director of Mechanical Support
Director of Police Operations
Director of Transport and Works
Director of Communications
Director of Safety

2. Other Officials

Clerk of Course
Deputy Clerk of Course
Secretary
Chief Results Officer
Course Checker
Chief Spectator Marshal
Chief Security Officer
Regional Co-ordinator Katherine
Regional Co-ordinator Tennant Creek
Regional Co-ordinator Alice Springs
Competitor Liaison Officer
Media Co-ordinator
Accommodation Officer
Promotions Officer
Entertainment Officer
Meals Co-Ordinator
Chief Transport Officer
Baggage Transport Co-Ordinator
Other Officials will be notified from time to time.

3. Stewards of the Cannonball Run

There will be three appointed Stewards.

4. Organising Body and Secretariat

The 1994 Northern Territory Cannonball Run has been organised by Raceage Pty Ltd ACN 058 876 298 ("Organising Body"). The official postal address for the event will be:

Cannonball Run Office
P.O. Box 2085
Darwin N.T. 0800

Telephone: 079 726 240 International: +61 79 726 240
Fax: 079 722 543 International: +61 79 722 543

Darwin Command Centre until May 13, 1994:

Telephone: 089 827 505 International: +61 89 827 505
Fax: 089 827 937 International: +61 89 827 937

Darwin Command Centre May 16 - May 22, 1994: (TBA)

SECTION SIX
OFFICIALS, ADMINISTRATION AND PERSONNEL (CONTINUED)

5. Judges of Fact

5.1 Any Official appointed by the Organising Body will be a Judge of Fact in relation to the following:

- 5.1.1 The time of arrival to, and time of departure from, a Control Point.
- 5.1.2 Speed of a vehicle approaching or departing from a Control Point, slowing or stopping without due cause in a Cannonball Special Section, dangerous or reckless driving, slowing or stopping in a Cannonball Special Section without due course.
- 5.1.3 Improper or illegal overtaking manoeuvres or overtaking not in the manner or spirit as detailed in this Manual.
- 5.1.4 Driving in a manner likely to endanger the safety of other Competitors, vehicles or spectators.
- 5.1.5 Wilful damage or interference with public or private property or with posted Cannonball signs or Cannonball property.
- 5.1.6 Failure of a Driver or Crew member to wear a seat belt.
- 5.1.7 Failure to comply with the rules and regulations as set out in this Manual or any Further Regulations and Amendments.

5.2 Any Medical Officer appointed by the Organising Body is a Judge of Fact in relation to the medial condition of a Competitor.

5.3 Any member of the Northern Territory Police is a Judge of Fact in relation to Traffic Offences.

SECTION SEVEN GENERAL INFORMATION

1. Crew Identification Photopass

Each Crew member as nominated on the Competitor's Official Application Form, and as named at Registration, will be issued with a Crew Identification Photopass which must be worn in a conspicuous position at all times during the Run. The Photopass will be used as identification for that Crew member as an authorised Competitor in the Northern Territory Cannonball Run and is not transferable. The Photopass will be required to be presented for that Crew member to gain access to Official areas, Impound areas, Meals and Entertainment venues. Failure to present a Photopass could deny that Crew member entry to these areas.

2. Registration - Darwin

2.1 Official Registration will take place in an office to be nominated in the Darwin Trade Development Zone. Registrations will be processed during office hours commencing Monday May 16, 1994 and will close at 1800 hours on Saturday May 21, 1994.

2.2 All Crew members must be present to effect Official Registration.

2.3 The Crew Captain will be required to present the Crew's Official Entry Position Certificate and any other documentation as notified.

2.4 Crew Identification Photopasses will be issued at Official Registration.

3. Scrutineering Procedures - Darwin

3.1 All vehicles will be required to check in on Friday May 20, 1994 for Speed Observation Scrutiny in Darwin at a venue and time to be advised. Speed Observation Scrutiny is compulsory.

3.2 If a Competitor is unavailable for Speed Observation Scrutiny on Friday May 20, 1994, then the Competitor may submit for a Supplementary Speed Observation Scrutiny on Saturday May 21, 1994 at 3.00pm at Hidden Valley Raceway. Written advice must be received by the Organising Body by May 1, 1994 from Competitors requiring inclusion in the Supplementary Speed Observation Scrutiny.

3.3 A minimum Crew of Driver and Co-Driver will be required to be in attendance.

3.4 Competitors will be required to accelerate along a section of bitumen straight for observation and scrutiny of the vehicle's performance at speed.

NOTE: The maximum time set by a vehicle will determine Competitors' Pole Position, in their category of entry, for the Start of the Cannonball Run.

3.5 All vehicles will be required to assemble at the Stokes Hill Wharf no later than 0830 hours on Saturday May 21, 1994 for a Public Expo and for Official Scrutineering. Official Scrutineering is compulsory. Competitors will be advised as to the time their vehicle will be required to be presented to the Scrutineers.

3.6 All Crew members must be present for Official Scrutineering at the advised time.

3.7 Motor Vehicle Registry Inspectors and Cannonball Officials will examine the vehicle for compliance with the regulations for the Run.

3.8 Motor Vehicle Registration documents, Official Entry Position Certificates, Crew Identification Photopasses, Licences and any relevant documents relating to vehicle modifications must be presented to Officials during Official Scrutineering.

SECTION SEVEN
GENERAL INFORMATION (CONTINUED)

3.9 At the completion of Official Scrutineering each vehicle will return to the Expo Site or to the Trade Development Zone for pre-event Impound.

4. Amendments and Further Regulations

4.1 Amendments to these Regulations will be provided in writing directly to Competitors until May 9, 1994 and thereafter will be posted on the Official Bulletin Board of the Cannonball Headquarters in the Trade Development Zone, Darwin. Amendments to the Regulations as made during the conducting of the Run will be posted on the Official Bulletin Board of the Run Headquarters enroute as advised and Competitors will be notified of these amendments during Driver Briefings. It is the responsibility of Competitors to check the Official Bulletin Boards for familiarisation with amendments to regulations and related information.