

Date: 06/05/2021

Time: 1900hrs

Subject: COMMUNIQUE NO: 1

From: The Clerk of the Course
To: All competitors / crew members
Number of pages: 2
Attachments 1

1. Itineraries & Schedules

- Slightly amended Itineraries for both ARC and QRC competitions will be issued closer to the event.
- A Reconnaissance Schedule will be issued with the amended Itineraries.
- A Schedule for turbo sealing and weighing of cars will issued after the entry list is published.
- For the Saturday competition, an appropriate time interval will be allowed between the starting times of the last ARC competitor and the first QRC competitor.

2. Items for ARC and QRC crews

- There is a horse training track at the Gympie Showgrounds which requires vehicles to cross it to enter and exit the Service Park. As a requirement of our permission to use the Showgrounds, vehicles are **expressly forbidden** to cross the track between 0400hrs and 0900hrs on Thursday 20th and Friday 21st May, and between 0400hrs and 0800hrs on Saturday 22nd May. It is the competitor's responsibility to ensure any vehicle or equipment required from within the Service Park for Testing (Thursday) and Reconnaissance (Friday), or for any other purpose during these times, is placed in the designated parking area outside the training track or taken off-site.

The entrant of any vehicle associated with a rally crew observed crossing the training track during the hours referred to above will be referred to the Stewards with a recommendation that a substantial penalty be applied.

A controlled crossing allowing pedestrian access only to and from the Service Park will be in use during these times.

- It is permissible for a member of the vehicle's service crew to place the vehicle in the Saturday overnight Parc Fermé.
- Toilets will be provided at the Start and Stop controls of Mary's Ck Special Stage, the Power Stage Regroup, the Power Stage Stop Point and at the Spectator Points. They will not be provided at any other event field locations.
- QRC crews entered in the ARC must have two A3 size SOS/OK signs in their vehicle. Signs are available from the Brisbane Sporting Car Club – phone 0412 553 186 or email info@bscc.asn.au.
- Crews will note that **Flexi-service** is available several times during the event. Attached is a document which might help those crews not familiar with this procedure.
- **RallySafe** will be used for timing and safety – crews not familiar with this system should visit <http://rallysafe.com.au/about/#competitors> for further information, including guides and videos, on how to set up and use RallySafe. Units will be available for collection in the Service Park by a member of the crew after 0900hrs on Friday 21 May.
- **Competitor Packs** containing door numbers and vehicle signage will be available for collection at Rally HQ by a member of the crew after 0900hrs on Thursday 20 May.

3. Item for QRC crews competing in the ARC

- ARC Control tyres can be taken off cars in Service B for QLD competitors to compete in Special Stages 13 and 14 which the ARC crews do not compete on Saturday afternoon/evening. ARC Control tyres must be put back on ARC vehicles to continue SS7 on Sunday morning.
- After SS13 & SS14, the normal 2-hour end of ARC Heat 1 service time will be allocated to vehicles competing in both the ARC & QRC.

4. Items for QRC and other non – ARC crews

- The Start Order for crews competing on Sunday may be based on their Start and Finishing Order on Saturday and will be at the sole discretion of the Clerk of Course.
- The QRC event will continue into the night. Additional lighting can be fitted at Service B.

Brian Everitt
Clerk of the Course
05 May 2021



ATTACHMENT TO COMMUNIQUE 1

Flexi Service

Flexi Service, what is it?

Flexi Service is commonly used at national and international rally events; it is a flexible service arrangement for the teams so they can bring their car into service at any stage within a time window. They still have the standard time restraints regarding the length of this service.

Flexi Service, what advantages does it have?

The advantage of Flexi Service is primarily for two reasons.

1. Saving costs - by using Flexi Service it allows teams to service more than one car with the same group of service crew.
2. The ability for the team to better prepare the service crew and equipment for any special needs the car may require. For example, the car may have a component failure that requires an assembly that is not readily to hand for the service crew. By using Flexi Service, the crew can obtain and prepare the parts before the car is in the service bay using the limited time they have.

Items to consider.

Please keep in mind that the event will have a COVID PLAN and adherence to these practices will need to be carried out. E. g. Competitors fill out timecards but do not hand to control officials. This document provides no governance of COVID practices, refer to Bulletin 3.

Flexi Service.

For the demonstration, controls will be 3A-3D.

Service Holding IN control 3A - This control is not affected in any way by Flexi Service, book into this control at holding area as per normal.

Service Holding OUT / Service IN control 3B - This control is pivotal to the correct operation of flexi service. Unlike normal regroupings it is up to the competitor to decide how long within a total time frame that they wish to remain in the holding area. When the competitor is ready, they will proceed to the control 3B and check out of holding area and into service. *One point to note here is that the maximum time you can spend in the regroup may be stipulated in the itinerary eg. NOTE: Crew have a maximum of 20 minutes to move their car into Service from Holding Area.* The actual service time allowance is set by the event and does not change. It is important to note that the cars may not proceed thru this control in their running order.

Service OUT / Regroup IN control 3C - This control is the other one that is pivotal to making flexi service work, however, is quite simple. Essentially this control is no different to what it has always been - you take the time from control 3C and add the service allowance time to it, this gives you the due time for control, you then book the car into regroup as per usual. It is important to note that the cars may not proceed thru this control in their running order.

Regroup OUT control 3D- This control operates the same as it always has and is not affected at all by flexi service.

As you can see the only real difference is at the "B" control and even for them the change is minimal.

Flexi service, how does it work? Some practical examples-

Below is a practical example using a total time in Holding Area / Regroup of 60 minutes. Within this 60-minute time period the crews are allowed a 20-minute service. This information is gathered from an event itinerary.

Car number 1 is due into holding area at 0952 and due out at 1052.

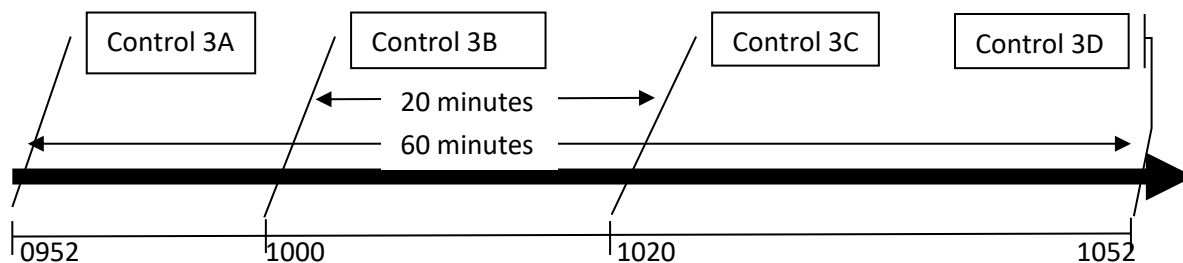
Control 3A Service Holding IN- car 1 arrives at 0952 and checks into holding area, this is as per normal and is not changed at all due to flexi service options.

The crew of car 1 decides to spend 8 minutes in holding area. Important note here, it is up to the crew to decide how long they wish to spend in the holding area, they can spend as little as one minute or practically up to 20 minutes. Remember these 20 minutes as stated earlier is the maximum amount of time that can be spend in holding area as governed by the itinerary, please ensure you are aware of this detail.

Control 3B Service Holding OUT / Service IN- At 1000 the car and crew will present at control 3B and book out of holding area and into service. As per the running schedule the crew now has 20 minutes to service the car and report to control 3C. The due time at 3C would be 1020.

Control 3C Service OUT / Regroup IN- At 1020 car 1 reports to the control 3C and books the car into regroup, they are to remain in regroup for 32 minutes as per the running schedule and are due to report to regroup out at 1052.

Control 3D Regroup OUT- At 1052 car 1 reports to control 3D as per normal and running schedule and checks out of the control to continue with the event.



A different way to describe –

Refer to the above for a visual representation, timeline on the bottom you can see the 4 controls laid out in order. The gap between 3B and 3C (service time) remains the same, the gap between 3A and 3D (total Holding Area/Regroup/Service time) remains the same. The 20-minute block between 3D and 3C can slide in either direction up and down the timeline provided it does not go past 3A or 3D and remains within the maximum time allowed in holding area as per itinerary.