

13.0 RALLY CHAMPIONSHIP REGULATIONS

Atlantic Region Motor Sports (ARMS) in affiliation with the Canadian Association of RallySport (CARS) shall hold one (1) or two (2) Rally Championships consisting of:

- (1) The ARMS/CARS Atlantic Region Navigational Rally Championship, hereafter referred to as the NAVEX series; and/or
- (2) The ARMS/CARS Atlantic Region Performance Rally Championship.

All events approved at the Annual Atlantic Region Rally Workshop which have received a permit from the Director of Rallying, ARMS/CARS Atlantic Region (hereinafter referred to as the "Rally Director") will count toward ARMS/CARS Atlantic Region Rally Championships. Championship points will be awarded to competitors residing in the Atlantic Region, who are members of a CARS-affiliated ARMS Club and who hold an appropriate competition license.

13.1 NAVEX SERIES CHAMPIONSHIP REGULATIONS

13.1.1 NAVEX CHAMPIONSHIP SCORING

13.1.1 (a) In the event that less than three (3) events are held, ALL events will be scored.

13.1.1.1 INDIVIDUALS

(a) There will be separate championships for drivers and navigators. Competitors who compete in both categories will have their points combined and shown in the category in which they earned the most points. The maximum number of events which may be counted by an individual competitor will be the total number of championship events held, less one.

There must be a confirmed number of at least four (4) crews three (3) days before the date of the event for that event to run as a regional event

(b) Except for special circumstances approved at the AGM Rally Workshop points will be awarded as follows:

First	20 pts	Fifth	8 pts	Ninth	2 pts
Second	15 pts	Sixth	6 pts	All other	
Third	12 pts	Seventh	4 pts	finishers	1 pt
Fourth	10 pts	Eighth	3 pts		

For the purpose of Championship Scoring, where only (3) experienced crews are entered (entry fee paid), second, third and fourth place points shall be awarded. Where only two (2) experienced crews are entered (entry fee paid), third and fourth place points shall be awarded, or with the consensus of both crews (at least three out of four agree) fourth place points may be taken by both crews. Where only one (1) experienced crew is entered (entry fee paid) fourth place points shall be awarded.

If the event is run with separate instructions for experienced and novice classes, points will only be awarded to finishers in the experienced class.

- (c) To be classified as a finisher, the crew shall pass the final control marker of the rally in the vehicle entered under its normal power and within their maximum lateness. They shall also satisfy any additional conditions of finishing published in the Supplementary Regulations.
- (d) Competitors who perform significant organizational service at a Championship event will be awarded organization credit points equivalent to their best series finish position, without reduction of points if fewer than four crews entered the event organized or the event in which the best finishing position was obtained. Normally, up to two(2) positions will be allowed organizational credit per event. Positions qualifying for credit must be declared to the Rally Director by the event coordinator prior to the start of the event, and competitors may only claim organizational credit for one event.

13.1.1.2 TEAMS

- (a) A club may enter any number of three (3) car teams in an event. At least four (4) crew members must be current members of a CARS-affiliated ARMS club. Teams shall be designated at registration.
- (b) Qualifying teams will compete for the BLM Team Challenge Shield.
- (c) Team standings will be determined by the sum of individual points earned by all crew members of the team. The club of the winning team at each rally shall be credited with a win toward the Shield Championship.

13.1.2 ELIGIBILITY OF CREW, VEHICLES & EQUIPMENT

13.1.2.1 LICENSING REQUIREMENTS

- (a) All competitors must be in possession of a valid ARMS competition license in order to compete.
- (b) Unless waived as a condition for the current competition year by those in attendance at the ARMS Annual Rally Workshop, competitors wishing to count points in the NAVEX Championship must hold a minimum of a CARS "Basic" license.
- (c) Crew members not in possession of a CARS "Basic" license, but who are currently members of a CARS-affiliated ARMS club, may enter the event by purchasing a one-day license.
- (d) Crew members who do not hold a current membership in a CARS-affiliated ARMS club may enter the event by purchasing a one-day club membership and license.
- (e) Competitors shall be allowed to count points retroactively for one event run prior to obtaining a National license.

13.1.2.2 CREW

- (a) A rally crew shall consist of two persons. Any additional persons shall be considered as passengers and are allowed only with the permission of the event organizer.
- (b) No change of crew and/or vehicle will be permitted during a rally. Either person may assume the role of driver or navigator, however, each will be scored in the series championship in the category listed on the entry form.

13.1.2.3 DOCUMENTATION

The following documents, valid on the date of the event, must be shown to Rally Officials at registration:

- (a) Driver's license for any crew member listed as driver.
- (b) Vehicle registration.
- (c) Third-party liability insurance.
- (d) Written permission for use of the vehicle in the rally if not owned by one of the crew named in the entry form.
- (e) Written permission from a parent or guardian for participation in the rally for persons under the legal age of majority for the province(s) in which the event takes place.

13.1.2.4 VEHICLE

- (a) All competing vehicles must be road worthy and shall be scrutineered to check the function and adequacy of:
 - all brakes;- horn.
 - wind-shield wipers.
 - all legally required exterior lights.
 - exhaust system.
 - tires.
- (b) It must be possible to turn off all lights on the front of the vehicle which could possibly blind the driver of an oncoming car from a single switch which must leave the low-beam lights illuminated.
- (c) If a vehicle has a back-up light operated by a manual switch, this same switch must operate a dash-mounted warning light.
- (d) Two-way radio communication devices (such as cellular telephones) may be used for emergency purposes only, or to inform the rally officials of a decision to abandon (or re-join) the rally.
- (e) Articles which could be dangerous if left loose must be securely restrained. Additional fuel containers must be permanently installed and vented to the outside of the vehicle.

- (f) The following equipment is strongly recommended for all vehicles:
- two (2) self-supporting warning triangles.
 - a first-aid kit including antiseptic, gauze pads and rolls, adhesive tape, arm sling, safety pins, scissors.
 - a fire extinguisher with a minimum rating of 4BC, securely mounted in a quick-release steel bracket.

13.1.3 EVENT FORMAT

13.1.3.1 CHOICE OF ROUTE

- (a) Competitors with "unprepared" cars (i.e., cars without sump guards) should, by exercising due care, be able to finish all NAVEX events. To accomplish this, cautions (bad bumps, rough culverts, etc.) should be included in the instructions. Cautions must have a distance and description.
- (b) The route must be carefully chosen to ensure that competitors are not kept circulating in one area for long periods of time. Built-up areas and busy main roads should be avoided as much as possible. Rally activity which creates a nuisance or inconvenience to anyone not connected with the rally must be avoided.
- (c) Twisting country roads should be avoided for rally traffic that is traveling in both directions at the same time. If used, the instructions must indicate where two-way rally traffic begins and ends.
- (d) If private roads are used, permission for their use must be obtained in writing and a copy must be displayed on the Official Notice Board at the start of the rally.

13.1.3.2 INSTRUCTIONS

- (a) NAVEX events shall be designed to test the driver's and navigator's skill, with instructions so designed that unequipped cars (i.e., cars which have no special distance measuring or timing devices) shall be competitive.
- (b) All instructions which define the route and timing must be presented in writing, and must include all required maps. The instructions must provide a full explanation for each type of instruction used, in such a way that there is no reasonable doubt as to their meaning. Competitors must not be required to possess local knowledge, additional maps, or specialized knowledge of rally "conventions" in order to follow the route.
- (c) Written explanations must be provided for all special terms, diagrams, and abbreviations used in the instructions. The terms stop, yield and tee shall not be abbreviated. RRX is the only abbreviation that may be used for a rail-road crossing.
- (d) Where no specific instruction is given, a competitor shall continue on the road on which he/she is traveling, as long as that road is clearly and unambiguously identifiable. A list of standard criteria for establishing "main road navigation" is attached at Annex A.

- (e) There shall be no "automatic Tee", or the reverse thereof, instructions in a reverse.
- (f) Route questions are not permitted.

13.1.3.3 ODOMETER CALIBRATION

A specific and readily identifiable object of a permanent nature must be described in the instructions as an odometer check. This check must be a minimum distance of fifteen (15) kilometers. The route prior to the odometer check must be defined in the instructions so as not to rely on accurate distances. No control may be located within the odometer calibration distance of within 5 kilometers thereafter. Distances shall be statute to within plus or minus 2%.

13.1.3.4 AVERAGE SPEED

The maximum average speed allowed at any point in a rally is 10% less than the legal maximum speed at that point and must be based on statute distance, plus/minus 2%.

13.1.4 CONTROLS

13.1.4.1 DEFINITIONS

- (a) An Elapsed Time Control is located at the end of an elapsed-time segment of the route. The marshal shall record the time of arrival, or any later time requested by the competitor.
- (b) An Average Speed Control is located at any point in an average speed section of the route. The marshal shall record the time of arrival when the vehicle passes the control marker board.
- (c) A Start Control is located at the start of each leg of the rally. The competitor's time past the control is a "Time-Out".
- (d) Route Controls and Off-Route Controls are not permitted.

13.1.4.2 LOCATION OF CONTROLS

- (a) Controls must be situated at a point where several competitors can pull well off the road beyond the control.
- (b) Controls must not be located where they will cause a safety hazard, or create a nuisance or inconvenience to non-rally traffic.
- (c) All time controls are to be located at the "top" of the minute.

13.1.4.3 IDENTIFICATION

- (a) All controls must be identified by a distinctive and highly visible marker board at least 60 cm square. A sample board must be shown to competitors at the start of the rally.
- (b) The control marker shall be on the right-hand side of the road, securely erected, close to the shoulder, close to the control and clearly visible to rally traffic from a distance of not less than 30 meters. The marker shall be the official control location.

13.1.4.4 OPENING/CLOSING

Controls must "open" at least 15 minutes before the due time of the first car, and must not close sooner than 15 minutes after the maximum lateness time of the last car, to allow for dead-time and time-outs. A control may close at an earlier time if the marshal can confirm that all cars still competing have checked in.

13.1.4.5 INFORMATION

At all manned controls, the official distance and due time of car "0" shall be displayed. In the case where a competitor checks into a control more than once, the competitor may, before leaving the control area, request the appropriate official distance and due time from the marshal.

13.1.4.6 CONTROL PROCEDURE

- (a) Competitors arriving at a manned control must continue past the control and park in such a manner as not to impede the flow of traffic. One crew member must then proceed on foot to the control to check-in. Reversing in the control area prior to checking in, or without both crew members in the vehicle, is prohibited, as is changing direction of travel while in sight of a control.
- (b) Competitors who fail to follow the above procedures when checking into control are guilty of incorrect control procedure (IAP). On the first offense, a notation of IAP will be made beside the competitor's time, and the marshal shall warn the competitor that he/she is guilty of an ICP infraction. Subsequent infractions will be similarly noted and a penalty equivalent to five (5) minutes lateness will be assessed for each infraction.
- (c) A competitor may slow down, but may not stop within sight of an average speed control, except in the interest of safety. If the competitor is observed stopped before passing an average speed control marker board, the marshal shall record the time at which he/she was first observed stopped as the Time-In.

13.1.4.7 WRONG DIRECTION

- (a) Wrong direction occurs when a competitor checks into a control after his/her vehicle has passed the control marker in a direction other than that prescribed in the route instructions.
- (b) Wrong direction cannot apply to a competing vehicle which has passed the control marker as described in the above paragraph, but changes direction out of sight of the control prior to checking in the correct manner.
- (c) If a penalty is to be assessed for wrong direction, a notation must be made on the competitor's score card or sticker by the control marshal at the time of the infraction.

13.1.4.8 TIME-OUT

- (a) Time-Out of any manned control will be the 00 second mark of the minute following the Time-In to the control, unless otherwise recorded on the competitor's route card or sticker by the control marshal. Time-Out for all other controls will be equivalent to the Time-In, unless otherwise described in the route instructions.
- (b) A minimum of two (2) minutes should separate cars at all Start Controls, and one (1) minute separation should be assigned by control marshals to vehicles arriving in the same minute at all other controls.

13.1.5 EVENT PENALTIES AND SCORING

13.1.5.1 CONTROL PENALTIES

Penalty points shall be determined according to the following scale:

- (a) Each minute early or late at controls **1 point**.
- (b) Each minute late or requesting an early minute at an elapsed time control **1 point**.
- (c) Improper control procedure (after first warning) **5 points**.
- (d) Missing an average speed or elapsed time control **30 points**.
- (e) Maximum accumulated time penalty at any control **30 points**.

13.1.5.2 LOST TIME/CONTROL MISSED/REPEAT VISIT/WRONG SEQUENCE

- (a) Timing shall be non-cumulative between controls, i.e., time lost or gained at one control cannot be "made up" at any later control.
- (b) A competitor missing one or more consecutive controls shall be scored at the next control reached based on his/her elapsed time from the previous control reached and the sum of the correct elapsed times from the previous control.
- (c) If a competitor checks into the same control more than once, the first Time-In and Time-Out which place the control in the proper sequence shall be used to calculate his/her score.
- (d) If a competitor checks into a control in the wrong sequence and does not subsequently check into it in the correct sequence, his/her score shall be calculated so as to give him the least penalty.

13.1.5.3 INCORRECTLY LOCATED CONTROLS

- (a) If an Average Speed Control is not located at the distance indicated at the control or on the control sticker, competitors shall be scored according to its actual distance.
- (b) If an Elapsed Time Control is not located within plus/minus 0.15 kilometer of the end of an elapsed time segment, it and the next control following, shall be scored as Route-In/Time-Out.

13.1.5.4 TIES

In NAVEX events, ties will be broken for award purposes only by:

- (a) Comparing the most "zeroed" controls, followed by the most 1 minute penalty controls, etc.; or
- (b) Any other method that may be listed in the Supplementary Regulations.

Competitors having equal numbers of penalty points shall be considered tied. Subsequent positions shall be enumerated on the basis of the number of vehicles ahead.

13.1.6 ADMINISTRATION OF A RALLY

13.1.6.1 STARTING ORDER

The starting order should be determined by a draw of all pre registered entries. All other entries start in the order they are received. Novice entries should be started after the experienced class.

13.1.6.2 ROUTE

- (a) It is the responsibility of the organizer to ensure that the route instructions have been thoroughly checked by a competent "green crew". This check should be made from a final copy of the instructions and must verify the accuracy of instructions, locations of all controls, timing calculations, and conformance to posted speeds.
- (b) A course-checking vehicle should cover the route not less than six (6) hours or more than 24 hours before the rally start. If a portion of the route is impassable, alternate instructions must be prepared and posted on the official notice board.
- (c) If the route becomes blocked or impassable to competitors after the course-checking run, all controls between the impasse and the next recovery point shall be deleted and the next timed control shall be made Route-In/Time-Out.

13.1.6.3 CONTROLS

- (a) A course-opening vehicle should be used to ensure that controls are correctly located and that control timepieces are synchronized.
- (b) A course-closing vehicle should be used to ensure that controls are correctly located, that they remain open as long as required, to check the control timepieces, and to collect the control log-sheets and bring them to the finish.

13.1.6.4 REGISTRATION

A registration must be held at the start of the rally to check the eligibility of all competitors, to verify required documents, and to ensure that crew members have signed the waiver.

13.1.6.5 SCRUTINEERING

A technical inspection should be held at the start of the rally during which a scrutineer checks all competing vehicles. The scrutineer should also verify that the license number on the vehicle is that stated on the entry form.

13.1.6.6 INTRODUCTION OF OFFICIALS

An introduction of officials and crew-briefing should be held at least 30 minutes before the start of the rally. The organizer(s), the Steward, and any other persons authorized to sign official documents should be introduced. Any changes to the route book may be reviewed.

13.1.6.7 OFFICIAL NOTICES

- (a) An Official Notice Board must be displayed at the start and at the finish, and shall contain only the permit for the rally, official notices, letters of notification to police, letters-of-permission to use private roads, and a timepiece set to "official rally time".
- (b) All official notices must be signed by the organizer, the Steward, or a person designated at the Introduction of Officials.
- (c) Any known route corrections must be posted on the Official Notice Board before the start of the rally.
- (d) If a change to the route instructions becomes necessary after the rally has started, an official notice containing the changes to the route and/or timing must be posted at a control or on a clearly visible and securely placed control sign. If such a notice is posted at a control, the marshal should be instructed to point it out to each competitor who checks in and should obtain verifying signatures by car number.
- (e) Any changes to the Supplementary Regulations must be posted on the Official Notice Board before the start, and must be signed by the organizer and/or Steward.
- (f) Responses by the organizer to written questions from competitors must be posted on the Official Notice Board as soon as possible.
- (g) A timing sheet, stating the official distance and correct elapsed time to all timed controls, should be posted on the Official Notice Board at the finish of the rally, before the time of arrival of the first car.
- (h) Copies of grievances and replies from the organizer shall be posted.
- (i) An official with authority to sign official notices must be present at the end of the rally before the due time of arrival of the first car.

13.1.6.8 TIMING AND CONTROL RECORDS

Correct time for checking watches should be obtained from a reliable radio time signal. The following is the standard timing procedure to be used at all Regional NAVEX events:

- (a) The "no-penalty" period shall be from 00 to 59 seconds of the correct minute.
- (b) The control shall be located at the 00 second mark of the minute.
- (c) At all average speed controls, the marshal should record on his/her record sheet the hour, minute and second at which the competitor's car passes the control marker. If the competitor was observed stopped before passing the control marker, except in the interest of safety, the marshal shall record the time at which he/she was first observed stopped. The time shall be recorded on the competitor's route card or sticker, and on the control log-sheet under "Time-In".
- (d) At all elapsed time controls, The marshal shall record the time of arrival, or a later time requested by the competitor, as the "Time-In" on the competitor's route card or sticker, and on the control log-sheet.
- (e) A competitor's Time-Out is defined as his/her Time-In plus one minute, unless a later Time-Out is recorded on his/her route card or sticker by the marshal.
- (f) Not used.
- (g) Unless otherwise stated on the official notice board, the Maximum Lateness shall be 30 minutes for the first two sections of the rally, and 45 minutes for all subsequent sections, with the exception of the final control which shall be 60 minutes. Maximum Earliness at all controls shall be 15 minutes.
- (h) A competitor's total lateness at a control shall be defined as the sum of his/her minutes late minus his/her minutes early at all timed controls since the beginning of the rally.

13.1.7 PERMITS AND PERFORMANCE BONDS

A permit is required for all Regional NAVEX Championship events. Permit applications, accompanied by two copies of the Supplementary Regulations and the required performance bond and permit fee (see Section 9 for fee schedule), must be received by the Rally Director, not less than sixty (60) days prior to the event.

The penalty for late application for permit shall be an amount equal to the permit fee for each seven days delay. No permit shall be issued if the permit application is received less than fifteen (15) days prior to the event.

The Rally Director may require that a performance bond be posted at the time of permit application (see Section 9 for maximum bond amounts). All, part, or none of the performance bond will be returned to the organizer at the discretion of the Rally Director who must be satisfied that the event was run in accordance with these regulations and that all permit fees, penalties, and levies owed to ARMS/CARS Atlantic Region have been paid.

13.1.8 SUPPLEMENTARY REGULATIONS

Supplementary Regulations are required for all Regional NAVEX events. These shall be submitted for approval to the Rally Director at least 60 days prior to the event, and must be available to competitors at least 30 days prior to the event. Any alteration of these regulations requires the approval of the Rally Director and must be posted on the official notice board. While organizers are encouraged to mail the Supplementary Regulations to prospective competitors, it remains the responsibility of the competitor to obtain them.

As a minimum, the Supplementary Regulations must include:

- (a) A statement of jurisdiction, including the wording "The rally will be held under the General Competition Regulations of the Canadian Association of RallySport and the Rally Regulations of Atlantic Region Motor Sports Inc. These publications are available from the Director of Rallying, ARMS/CARS Atlantic Region, address and telephone] and will be available for scrutiny at the start".
- (b) The name of the rally and its status, indicating any championships of which it is a part.
- (c) The names and addresses of the organizing club, the organizer, the registrar (to whom entries are sent), the steward, and any other rally officials.
- (d) The locations of the start and finish, with directions from the nearest major highway, and the locations of meal and rest stops.
- (e) A schedule of dates and times giving at least :
 - (i) opening and closing of registration and technical inspection.
 - (ii) introduction of officials.
 - (iii) departure time of first vehicle.
 - (iv) approximate due time of arrival of the first vehicle at rest stops and at the finish.
- (f) A brief description of the rally. This should include a definition of the area encompassing the entire route by intervals of longitude and latitude, names of counties, or identification of topographic maps.
- (g) The closing date for entries.
- (h) The maximum number of entries to be accepted and how entries will be chosen if this number is exceeded.
- (i) The amount of entry fees (including ARMS/CARS levies), and a statement indicating if these fees include the cost of any food, fuel, accommodations, etc.
- (j) A list of all awards, detailing how these will be distributed.
- (k) A statement of conditions for eligibility of vehicle, crew, and equipment (whether or not additional odometers are permitted, etc.).
- (l) Any other regulations which the organizers, promoters, and/or the region wish to apply to the rally.

13.1.9 RESULTS

The posting and handling of results shall follow the procedure outlined in the CARS National Rally Regulations.

Results must be mailed to all competitors within 15 days of the event and contain the following information:

- (a) name of rally.
- (b) name of the organizing club.
- (c) date of the rally.
- (d) status of the rally.
- (e) permit number.
- (f) exact official distance of the rally.
- (h) finishing positions listed in order.
- (i) vehicle number.
- (j) name of car entrant and/or sponsor.
- (k) names, home towns and club affiliation of all competing crews.
- (l) official distance of all controls and elapsed time between controls where time was taken.
- (m) points lost at each control.
- (n) total points lost by crew.
- (o) complete list of prize winners.
- (p) date and place of awards presentation.
- (q) acknowledgment of sponsors, stewards, workers, etc.
- (r) a statement as to the status of results, i.e., final or provisional.

In addition, a list showing the full names, full mailing addresses, and e-mail addresses of all competitors must be sent to the ARMS Rally Director for the purposes of maintaining mailing lists for dissemination of rally information only. These mailing lists must not be published or communicated to sponsors, advertisers or other third parties.

The Steward shall declare amendments as required to the results to reflect his/her decisions regarding the reclassification of competitors as a result of grievances. Once declared final, the results may not be modified, except for reclassification of competitors by the Steward, as noted previously.

13.1.10 STEWARDS

Stewards receive assignments from and report to the Rally Director. Reasonable travel expenses, up to the limits established for Region executive travel, are the responsibility of the listing club. Organizers of Regional NAVEX events may nominate potential event stewards; however, final authority for assignment rests with the Rally Director. Although Stewards may be members of organizing clubs, the Rally Director may require that a Steward be assigned from other than the organizing club. All other matters pertaining to stewarding shall be as per the CARS National Rally Rules and General Competition Regulations.

13.1.11 GRIEVANCE PROCEDURE AND PENALTIES

All matters pertaining to grievance procedures and penalties shall be as per the CARS National Rally Rules and General Competition Regulations.

13.2 PERFORMANCE SERIES CHAMPIONSHIP REGULATIONS

13.2.1 PERFORMANCE - RALLY CHAMPIONSHIP SCORING

- (a) Regional RallySprints and Performance Rallies may be held concurrently with National rallies held within the Atlantic Region, or with National, Regional or Divisional rallies sanctioned by other regions/divisions of CARS or SCCA. The Performance Rally Director will have authority to declare what portion of each event will count toward Atlantic Performance Series championships.
- (b) There will be separate championships for drivers and co-drivers. Competitors who compete in both categories will have their points combined and shown in the category in which they earned the most points.
- (c) Except for special circumstances approved at the AGM Rally Workshop points will be awarded as follows:

First	20 points	Sixth	6 points
Second	15 points	Seventh	4 points
Third	12 points	Eighth	3 points
Fourth	10 points	Ninth	2 points
Fifth	8 points	All other finishers	1 point

- (d) To be classified as a finisher, the crew shall pass the final control marker of the rally in the vehicle entered under its normal power and within their maximum lateness. They shall also satisfy any additional conditions of finishing published in the Supplementary Regulations.
- (e) Competitors who perform significant organizational service at a Championship event will be awarded organization credit points equivalent to their best series finish. Normally, up to two (2) positions will be allowed organizational credit per event. Positions qualifying for credit must be declared to the Rally Director by the event coordinator prior to the start of the event, and competitors may only claim organizational credit for one event.

13.2.2 CONDUCT OF EVENTS

All RallySprints and stage rallies fall under the CARS National Rally Rules and General Competition Regulations. All events, including those with Regional status only, must conform to National rules. Further information may be found in the CARS General Competition Rules and Rally Regulations. A copy of this document is held by the Regional Rally Directors and by designated persons (normally the Competition Director) at each CARS-affiliated club. Portions of the document can be downloaded from the downloads-rules and regulations link at <http://www.carsrally.ca>.

13.2.3 NATIONAL PERFORMANCE POINTS

The Performance Rally Championship will be based on the National points scored in three (3) of four (4) of the following Performance Rallies and after joining an ARMS Member Club and taking up residence in the Region.

13.2.3.1 PERFORMANCE RALLIES: (SCORE 3 OF 4)

Rallye De Quebec
 Rallye Baie Des Chaleurs
 Rallye Auto Charlevoix
 Maine Forest Rally

3.3 FEES: PERMIT/BOND/LEVIES

The following is the current fees applicable in principle to rally but are waived for 2007:

Event Permit:	\$ 15.00
Performance Bond:	\$ 35.00
Exp. Competitor Levy:	\$ 6.00 / each
Nov. Competitor Levy:	\$ 3.00 / each

Annex “A” to Rally Championship Regulations

Main Road Navigation

If no instruction is given, stay on the road you are on as defined by the following prioritized list:

1. Do not drive down a road marked "NO EXIT".
2. Stay on the road protected by STOP signs.
3. Stay on the road protected by YIELD signs.
4. Stay on the same numbered road i.e. “HWY 101”
5. Stay on the same named road i.e. “BOG RD.”
6. Follow directional arrows (usually black on yellow).
7. Stay on the same road surface.
8. Follow the most traveled surface.
9. As straight as possible.