



2019/2020 SUPPLEMENTARY REGULATIONS



RND 1 The Snowy River Sprint	21 – 22 September	2019
RND 2 The Great Tarmac Rally	12 – 13 October	2019
RND 3 Mt Baw Baw Sprint	TBA	
RND 4 TBA	TBA	



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AASA AUSTRALIAN TARMAC RALLY CHAMPIONSHIP

1. Organisation

- 1.1. Each event calendared will comprise a points scoring round of the Australian Tarmac Rally Championship (hereinafter referred to as The Event) is a National Special Stage (Tarmac) Rally, run under the provisions of the National Competition Rules (NCR) of the Australian Auto Sport Alliance (AASA), these Event Supplementary Regulations and any authorised Notices.
- 1.2. The Event will be conducted using 'A to B' Timing
- 1.3. The AASA Permit Number authorising The Event will be posted at Rally Headquarters.
- 1.4. The Organiser and Promoter of Australian Tarmac Rally Championship will be
Mountain Motorsports Pty. Ltd.
(ABN 39 113 166 644)
of
P.O. Box 34
Kilsyth Victoria 3137
- 1.5. Officials of The Event
TO BE ADVISED IN A FURTHER BULLETINS OR NOTICE
- 1.6. Organising Committee

Clerk of Course	TBA
Event Director	Peter Washington
Event Promotions Secretary	Ursula Domzalski
Competition Secretary	Mel Cook

2. Event Description

- 2.1. The Event forms part of the Australian Tarmac Rally Championship which will be conducted over four rounds

Round 1	The Snowy River Sprint, Lakes Entrance
Round 2	Great Tarmac Rally, Marysville.
Round 3	Mt Baw Baw Sprint, Mt Baw Baw
Round 4	TBA

The number of stages will be listed on the schedule for each event.
All Stages and Liaisons will be on tarmac surfaces.
- 2.2. The Event will also include a Touring Super Sprint for non-competition vehicles.
- 2.3. Competition in all legs will be conditional on the vehicle having started the event and finishing the last stage under its own power, unless application for exemption is made to and approved by the Clerk Of Course.
- 2.4. A Crew may re-join the Event between stages, subject to inspection of the vehicle by a Vehicle Safety Checkers and approval is given by the Clerk of Course. The competitor shall not be eligible for classification in the stage in which they did not complete.

3. Championship Points

- 3.1. A crew is deemed to have started a round/event if they successfully start a minimum of one (1) stage of the event.
- 3.2. A crew is deemed to have finished a round/event if they successfully complete the last stage of the event in front of competition sweep.
- 3.3. Championship points will be allocated to drivers and co-drivers deemed to be finishers of each round/event of the series.
- 3.4. Points allocation to drivers and co-drivers are accumulated independently.
- 3.5. Points are allocated to both outright finishing position and competition category.
Refer [category table](#) in appendices.
- 3.6. A minimum of three (3) rounds of the series needs to be started for points received to count to championship total.
- 3.7. Refer [Championship Points](#) in Appendices for points table.
- 3.8. In the case of tied points, the higher placed competitor in the final event of the championship will be awarded a bonus 1 point.

4. Entry Form, Entries & Entry Fee

- 4.1. All entries are to be made via online competitor portal, accessible from www.australianarmacally.com
- 4.2. Entry fees and cut off dates will be published on www.australianarmacally.com
- 4.3. Acceptance of entry is deemed an invitation to complete (and will be issued on completion of the entry process).

ELIGIBILITY

5. Competitor Eligibility

5.1. Licensing Requirements

- A driver and a Co-driver shall be known as a Crew
- Both driver and co-driver shall hold, as a minimum, a current **AASA National Rally Licence**.
- Competitors who are companies, or who are individuals who do not hold another competition licence which allows them to enter the vehicle, shall hold the relevant AASA Competitor Licence.
- All drivers and co-drivers who intend driving shall possess current civil driving licences issued by their appropriate State Authority.
- Either crew member may drive the vehicle during The Event providing they present their current civil driving licence and the appropriate AASA licence at Documentation and they inform the Stage Start Officials at each Stage which crew member is driving.

5.2. Driver Requirements

- All drivers and co-drivers (i.e. crew members who intend to drive on any stages) are required to satisfy the organisers they have appropriate motor sport driving experience and competence to participate in The Event.

Demonstrated competence can also include having successfully participated in a suitable and approved driver training course. It is strongly recommended that all intending drivers should drive the specific vehicle in which they are to compete, immediately prior to the event under conditions similar to those which will be experienced during The Event.

The Clerk of Course is appointed by the Organisers as the Judge of Fact with respect to being satisfied as to the acceptable motor sport driving experience of competitors.

- The criteria for driver acceptance shall be experience gained as follows:
 - i. Participation in previous Tarmac Rallies, or any prominent Touring Road Event (TRE which included closed road events, is deemed to be acceptable experience. Notwithstanding all of the aforementioned, the Organisers reserve the right to review and not accept the entry of any driver.
 - ii. Circuit Racing – A competitor who has been involved in circuit racing and holds a minimum Provisional Circuit Racing licence is acceptable, providing they obtain an AASA Rally Licence. This is extended to include hill climbs, super sprints and lap dashes. Drivers with Speedway and Go-kart experience will be required to have had additional experience in circuit racing, acceptable TREs, hill climbs or sprint type Multi Club events.
 - iii. Rallying – Gravel experience at State, National or International level is acceptable, however, Club level gravel rallying only is not normally acceptable if the experience is not combined with some other form of motor sport (e.g. hill climbs or lap dashes, etc.
 - iv. Participation in such events as Bashes and Touring Road Events is not necessarily acceptable and will depend on how many such events, their status and the nature of the competition contained therein, the driver has participated in and the combination of experience stated herein, with other forms of acceptable motor sport.
 - v. Attending an approved Driver Training Course or The ATRC Touring Super Sprint, specifically with the emphasis on tarmac stage or circuit driving competence is acceptable. This aspect is highly recommended for all first-time crews.

5.3. Apparel Requirements

Crews must comply with current AASA Regulations in regard to apparel. All Drivers and Co-drivers must wear fire proof overalls All Drivers must wear gloves. It is highly recommended that all co-drivers wear fire proof gloves with the fingers removed from the glove for their protection. An approved (FIA, SFI or similar) head and neck restraint is mandatory for both occupants of competition vehicles.

For further details please refer to: <https://aasa.com.au/regulations/appendices/apparel>.

6. Vehicle Eligibility

6.1. General

- Vehicle Identification
- To aid in the classification and subsequent scrutiny of the vehicle, the competitor will be required to complete a **Vehicle Identity & Status Declaration** in competitor portal as part of the scrutinising pro-forma, confirming details of the vehicle and its modifications status for which the invitation was issued. Should any detail be altered, such alteration shall be notified in writing to the Organisers who reserve the right to reclassify or reject the vehicle.
- The Vehicle Identity & Status Declaration forms part of the official vehicle safety check process and shall be signed by the competitor and returned to the Rally Office before the event.
- If, at scrutiny, the vehicle does not conform to the specifications in the Vehicle Identity & Status Declaration (See appendix VI), or does not conform to the relevant event eligibility regulations, one of the following shall occur:
 - The vehicle is to be altered to conform
 - The vehicle is to be reclassified appropriately
 - A minor ineligibility notice is issued

If a vehicle fails the initial vehicle safety check, it shall be re-presented at a time notified by an official approved to do vehicle safety checks, as applicable, albeit not later than 0730 hrs. on Saturday of the event. If at any required post-event checking, the vehicle does not conform to the relevant eligibility regulations, the matter will be referred to the Stewards. If a non-compliance case is proven, a penalty of exclusion will apply, in addition to any other penalty deemed appropriate by the Stewards of the event.

- At all times the onus of proof of eligibility of the vehicle and/or components, whether options or not, shall be the responsibility of the competitor by way of homologation papers, parts manuals, workshop manuals and/or other acceptable documents.
- The spirit of the regulations is to ensure that all vehicles compete in a condition, mechanically and visually, compatible with the period of the specific category or class.
- All vehicles shall be registered for use on public roads.
- State Authorities, Concessional or Conditional Registration or Temporary Road/Vehicle Permits will be allowed in accordance with AASA regulations. However, the onus is on the competitor to ensure all statutory requirements relating to the use of the Concessional/Conditional Registration of Temporary Road/Vehicle Permit have been met, including the provision of Third-Party Liability Insurance whilst driving on public roads.
- The Organisers reserve the right not to accept a vehicle and/or vehicle/driver combination. Acceptance of a specific vehicle in a previous event, year or another similar event, shall not necessarily mean that the vehicle will be automatically accepted for this event.
- Where there are less than four (4) vehicles entered in any Category, Group, Level or Class, the Organisers reserve the right to move such vehicles into the next higher Class, Level, or capacity Sub-class, as applicable or as deemed appropriate.
- Vehicle battery locations are to be indicated on the outside of the vehicle, in a position as close to the internal battery location as is possible. The location marker shall be a Blue Triangle measuring 150mm along each side.
- It is recommended that all vehicles be fitted with re-settable odometers. The use of electronic odometers is permitted.
- If a video or any other type of camera is carried in a competition vehicle during stages, it shall be fixed firmly into a cradle and shall be checked and approved at the pre-event safety check by an official.
- Oil Spills
Competitors are required to carry in the competition car a securely mounted 1kg container/bag of environmentally friendly, 100% organic, non-leaching, nontoxic, biodegradable oil absorbent material.

Any Crew with an oil leak should pull over in a safe position soak up the bulk area of the oil spill.
Crews should display triangles and OK signs at scene.

The vehicle must not be moved until the passage of the Sweep vehicle.

6.2. All Competition vehicles shall be the subject of a current AASA Passport.

6.3. A vehicle which does not comply with the eligibility requirements, as defined in these Supplementary Regulations may be entered as an Invitational Vehicle at the discretion of the Organisers.

All safety requirements as set down in these Supplementary Regulations and applicable AASA regulations shall be complied with, and modifications permitted will be specified by the Organisers.

The crew shall comply with all AASA Licensing and apparel requirements

6.4. Tyres

- Maximum number of wheels/tyres permitted. The number of tyres is free, but these must be DOT (Department of Transport) approved.
- Carriage of spare wheel/tyre on boot lid – where permitted, wheels/tyres may be carried on the rear boot lid provided the fitting devices satisfy the Vehicle Safety Checker as to their safety and suitability and that rearward vision is not unduly obstructed.
- Vehicle Safety Checkers shall be considered Judges of Fact for all matters relating to wheels and tyres.

6.5. Numbers and Signage

- All event signage shown in [Vehicle Signage Diagram](#) (refer appendices) I of these regulations, must be affixed to the vehicle prior to passing the pre-event Safety Check and remain on the vehicle for the duration of The Event. Failure to meet this condition will result in the competitor being reported to the Clerk of Course for consideration of a penalty.
- The Organisers reserve the right to issue additional event sponsors decals and shall require them to be displayed prominently on all competing vehicles.
- Driver and Co-driver names may be displayed on both sides of the vehicle, on the rear side glass, or vehicles without rear side glass may display them on the upper, rear section of the front mudguards.
- No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organisers.

EVENT INFORMATION

7. Sign in & Documentation

- 7.1. Documentation will be (As per the Event Schedule)
- Crews are required to present current versions of the following items at Documentation:
- Competition licences (Competitor, Driver & Co-Driver)
 - Civil Driving licences for both Crew members
(not required for Co-Driver with a Navigator only licence)
 - AASA Vehicle Passport
 - Vehicle licence/permit/registration papers
 - Third Party insurance extension (Queensland registered cars)
 - Completed Entry Form
 - Completed Vehicle Safety Check Form
- 7.2. Road Books, Service Instructions, Door Panels and Organiser's Advertising will be available for collection upon completion of documentation.

8. Safety Check

- 8.1. Vehicle Safety Checks will be available (As per the Event Schedule). Teams must present their Vehicle Safety Check Form (See Appendix VII) with all their details filled in at the top of the page before presenting the Vehicle.
- 8.2. Post event checks will take place (As per the Event Schedule)
- 8.3. Prior to the podium finish those vehicles selected for post event checking plus others nominated by the Clerk Of Course will proceed to the Post Event checking location.
- 8.4. The remaining competitor's vehicles will be held in an Assembly Area for approximately 30 minutes after the last car has crossed the Finish Line.

9. Crew Briefing

- 9.1. A COMPULSORY Crew briefing will be held at each event (See the Event Schedule). This briefing is mandatory for both crew members, who shall sign the briefing attendance register prior to the commencement of the briefing and be present for its entirety.
- 9.2. A fine of \$200.00 per crew member and team penalty of 20 minutes will be levied at the discretion of the Clerk of Course for not attending any scheduled briefing as required by the Organisers and the crew member will be required to attend a separate briefing at a time prescribed by the Clerk of Course.

10. Servicing & Refuelling

- 10.1. Up to 8 Service Crew members per competing vehicle starting The Event may register.
Properly registered service crew members are covered by AASA Personal Accident Insurance.
- 10.2. Time to service the vehicles will be allowed in the Service Park. It is mandatory that all servicing be done within the Service Park at the times listed in the Event Schedule.
- 10.3. Refuelling is only permitted in the event refuel area. Refuelling will only be allowed as per the Event Schedule. There is to be no refuelling between stages, in State Forests or National Parks.
- 10.4. While vehicle refuelling takes place, competitors' vehicles must be turned off, all crew members must have exited the vehicle. Officials will monitor this process and report breaches of this process to the Clerk of Course.
- 10.5. The Organisers recommend that all Service Personnel wear neck to wrist and ankle fireproof clothing, balaclava and fireproof gloves during refuelling.
- 10.6. In the Service Park, cars may only be washed by use of a sponge from a bucket. Where oils, solvents and degreasing fluids are used, all residues must be securely contained and not be allowed to come in contact with the ground. The use of pressure cleaners is prohibited. Breaches noted by an official of the rally will result in a report to the Clerk of Course with a recommendation that a fine be applied.

11. Reconnaissance

- 11.1. There shall be no official reconnaissance period for any Round of the Championship.
- 11.2. Crews undertaking reconnaissance immediately prior to event (within two (2) days) will be required to sign in with officials. Information on sign in location and procedure will be distributed to crews via registered email prior to each event.
- 11.3. The use of Competition Rally Cars for reconnaissance is strictly forbidden. Any reconnaissance must be carried out in road-registered vehicle, which do not carry any signwriting or sponsorship relating to this event or other events.
- 11.4. Any reconnaissance must be conducted within the designated speed limits and respecting all other traffic laws. Crews are also advised that the Road Traffic Act will remain in effect for the duration of reconnaissance and that all road rules must be observed (e.g. complying with advisory signs, obeying speed limits imposed and keeping to the left).
- 11.5. If Crews are doing un-official reconnaissance, roads WILL NOT be closed, and crews are advised that they DO NOT have priority over other road users. Members of the public will also be using these roads and will be travelling in opposing directions.
- 11.6. Any breach of road traffic laws arising from reconnaissance of the route at any time prior to the event or practicing on public roads may lead to the crew member/s concerned being denied permission to participate in The Event. This includes Service Crews undertaking any vehicle testing.
- 11.7. Any person associated with any entered team found to be in breach of any of the reconnaissance regulations, or who acts in a manner such as to bring the rally into disrepute shall be subject to a substantial monetary fine, time penalty and potentially any other penalty, the level of which shall be at the Clerk Of Course's discretion.

12. Controls & Park Fermé

- 12.1. There will be no Parc Fermé area at each event, but it may be arranged, designated and Parc Fermé conditions imposed on such an area if deemed necessary at any time during or immediately after the event by the Clerk of Course or Event Stewards.

13. Shakedown

- 13.1. If a Shakedown is included in the event it will be listed as Stage 1 – Shakedown on the Event Schedule. It will not be timed.

14. Running of the Rally

- 14.1. The Organisers will locate an assembly area at the start. The cars will then travel to the start of the stage in the order and at the time required by the organisers.
- 14.2. Safety belts must be worn by each crew member.
- 14.3. Any vehicle that fails to depart the Assembly by the time the sweep car departs will forfeit their run in the First stage.
- 14.4. The start order for the rally will be determined based on past event performance and/or Event Organisers agreement.
- 14.5. The start order for each day will be posted on the Official Notice Board, based on the preceding days results and on the progressive results of The Event.
- 14.6. The rally start will be as per the Event Schedule.
- 14.7. Cars will start each Stage at thirty (30) second intervals.
- 14.8. Rallysafe
 - Rallysafe units will be used by all competing vehicles, Safety Vehicles and MIV crews to ensure the safety of all competing crews in the event of an incident. This will help ensure a timely response by Incident Response Team & Medical teams to an incident where a competing crew may be injured or there may be fire.
 - The system allows for competing crews to select OK, Hazard or SOS when the unit is set off due to an incident or a stopped vehicle on a stage.
 - MAJOR IMPACT; In the case of a major impact where the crew maybe rendered unconscious from an incident, the unit will automatically go to SOS and remain at that high alert until it is downgraded by a competitor, the next competing crew or MIV. If it remains at an SOS alert then the Clerk of Course will send back up Incident Response Teams, MIV, Fire and Rescue crews as required. The stage may be red flagged at this point.
 - HAZARD; Competing crews should leave the alert at Hazard if the competing vehicle obstructs/blocks the stage in any way or is in what they consider a dangerous position on the Stage.
 - It will also be used as a means of judge of fact for any competing cars speeding in chicanes, transit areas and or non-competitive areas.
 - In the case where the Rallysafe unit malfunctions, there is a programming fault, or the unit does not match the Road Book then the Road Book will take precedence in determining the result.

15. Retirement & Re-joining Rally

- 15.1. WITHDRAWAL; Competitors who withdraw from the rally must complete the form at the back of the Road Book – 'Notification of Withdrawal from Rally' and submit it to a Competitor Relations Officer or Sweep Vehicle. They are to complete the form indicating if they are withdrawing from The Event altogether or if they will be re-joining, and if so, at what time during the Event.
- 15.2. Any competitor who stops on a Stage and is passed by the Safety Sweep is deemed to have withdrawn from that Stage.
- 15.3. If they re-join the Stage they are to drive the Stage abiding by all applicable road regulations.
- 15.4. Refer Section 20 for scoring penalties for missed stages.
- 15.5. Results will be determined by compiling all runs.

16. Accident Procedures / Yellow or Red Flags

- 16.1. Crews should refer to the pages in the front of the road book which details the action which must be taken in the event of an accident or if yellow or red flags are displayed on the course. Failure to adhere to these requirements will be reported to the Clerk Of Course of the Event for consideration of exclusion or other penalty
- 16.2. A copy of the SOS/OK sign is required to be carried in competing vehicle at all times.
- 16.3. A copy of the "Oil Spill" / Slippery sign is required to be carried in competing vehicles at all times.

17. Derived Times

- 17.1. Where crews have stopped at incident or been impacted by a major incident prior to stoppage of stage. The following processes for calculation of a derived time will be followed:
 - Minor accident, stage is not stopped by officials at that time
Competitor stops at an SOS briefly then is told to continue:
Competitor must resume competition speed
 - a. Event officials will query RallySafe for actual stopped time
 - b. Add 10 second allowance for slow down / speed up
 - c. Deduct total of points 1 & 2 from actual stage time
 - d. CROSS CHECK: once derived time has been applied, vehicle placing for stage should be in line with previous 3 stages, not producing an advantage or a disadvantage.
 - Major accident, stage is stopped by officials
Competitor must tour out of stage, staying on the left side of the road with consideration that there could be traffic coming the other way.
 - a. Event officials will calculate seconds per kilometre for up to 3 previous stages (where data is available) and compare seconds per kilometre for a minimum of 1, preferably 2 vehicles where possible, before and after vehicle in question
 - b. Note any patterns in time (e.g. Consistently approx. 0.5 seconds faster per kilometre than car X and approx. 0.25 seconds slower than car Y)
 - c. For stage where time is to be derived, check seconds per kilometre for Car X and Car y and apply noted pattern to derive the time for the vehicle that stopped then toured out.
 - d. CROSS CHECK: once derived time has been applied, vehicle placing for stage should be in line with previous 3 stages, not producing an advantage or a disadvantage.

18. Scoring Penalties

18.1. Results will be determined by the application of time taken on all of the stages plus any penalties, if any, for each competing crew. Total time for all crews will be expressed in hours, minutes and seconds.

18.2. Timing Penalties

- Failure to observe required minimum speed in virtual chicane
Penalty: 5 seconds per km over the 60kmh threshold per offence
or at the discretion of the Clerk of Course
- Entering a Control from the wrong direction
Penalty: Slowest time plus 5 minutes per offence.
- Failure to report at a Start Control.
Penalty: Slowest time plus 5 minutes per offence.
- Failure to complete or start a special stage.
(Vehicles must complete the stage ahead of the competition sweep vehicle and tour leader to be classed as a finisher)
Penalty: Slowest time plus 5 minutes per offence.
- Receiving outside assistance or service in a no-service area
Penalty: 2 minutes per offence.
- Refuelling in a non-approved area.
Penalty: Up to EXCLUSION from The Event
as determined by the Clerk of Course
- Speeding in liaison sections of event
The following penalties will be the minimum applied to competitors reported to have exceeded the statutory speed limit on Liaison Sections of The Event.

For offences up to 30km/h above the posted speed limit:

First Offence	5 minute penalty
Second Offence	5 minute penalty and \$200 fine
Third Offence	Exclusion from event As determined by the Event Stewards.

The number of offences means the number detected during the entirety of The Event, irrespective of speed.

For offences 30km/h above the posted speed limit:

Automatic Exclusion from the event

19. Protests

19.1. Protests, if any, must be lodged in accordance with AASA NCRs. Protests relating to the due and proper compilation, assessment or publication of results of The Event shall be lodged within 30 minutes of them being placed on the Official Notice Board.

19.2. Post-Event protests and/or request for review are to be made with the appropriate fee in accordance with Section 18 of the AASA's NCR's, in writing (using Form3) to atrc@australianarmacrally.com no more than 48 hours after completion of The Event, provided that a Notice of Intention to Appeal (Form 2) has been lodged in accordance with the requirements refer <https://aasa.com.au/regulations/event-operators-documents/>.

20. Results

- 20.1. Progressive Results will be distributed during the running of The Event.
- 20.2. Unofficial Results at the end of competition will be posted on the Official Notice Board
- 20.3. Provisional Results will be published at the end of The Event on the Official Notice Board.
- 20.4. The Provisional Results will become final 30 minutes after posting. Subject to no protests.

21. Prizes, Trophies & Awards

- 21.1. Awards will be presented to the first three (3) finishers for each category
- 21.2. Refer to appendices for full list of [Categories](#).
- 21.3. Eligibility and technical requirements for each category are details in the *Mountain Motorsport Technical Regulations*. This document is available for public download on www.australiantarmacrally.com
- 21.4. Class awards will be presented to the first three (3) crews of each class deemed to have completed the event.
- 21.5. The organisers reserve the right to combine categories and or classes if a minimum of three (3) finishers is not reached. It will result in that category being amalgamated with the next highest
 - a. Capacity
 - Or
 - b. modification level.If no such category exists, the car will be eligible only for outright awards.

22. Prize Giving Function

- 22.1. The Prize giving Function and presentation of awards will be held immediately after The Event.
(As per the event schedule)

MISCELLANEOUS

23. Insurance

- 23.1. Crews involved in accidents resulting in property damage are advised that they may be required to pay up to the first \$5,000 of any claim to rectify such property damage. Refer to the AASA Regulations for further details regarding insurance cover.

24. Drugs in Sport

- 24.1. Crew members may be required to submit to drug testing (to detect and eliminate the presence and use of prohibited substances by competitors and others having an impact on the event) in accordance with the AASA Drugs in Sports Policy.
Alcohol testing will be carried out at any time during the event. Competitors are reminded of the 0.01 blood alcohol level during competition.

25. Copyright

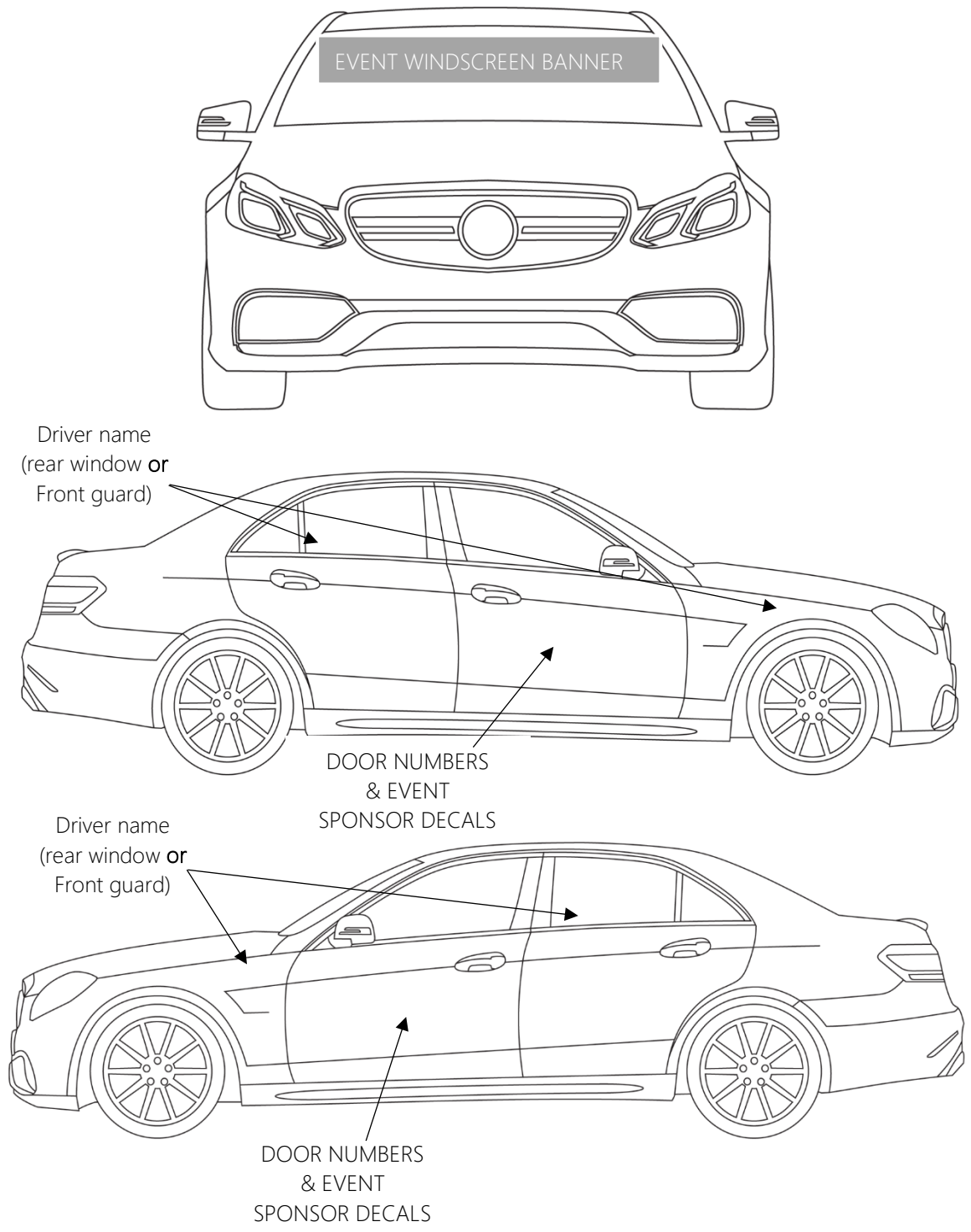
- 25.1. It is a condition of entry, that vision taken from competing vehicles using in-car video or moving film cameras may not be used for commercial use or broadcast or used for transmission without the specific approval of the Organisers. Any vision taken in this manner may only be used for private purposes.
- 25.2. The Organisers reserve the right to utilise, for its own purposes, all photography, audio and vision of the Event taken by any official photographers/videographers.

26. Postponement, Abandonment or Cancellation

- 26.1. The Event may be abandoned, postponed or cancelled for reasons of force majeure in accordance with AASA NCRs or in accordance with the demands or requirements of local authorities and government instrumentalities.

APPENDICIES

I. VEHICLE SIGNAGE DIAGRAM



II. VEHICLE SAFETY CHECK FORM



SAFETY CHECKLIST

Event		Car #			
Date		AASA Licences Sighted			
Driver		Co-Driver			
Driver AASA		Co-Driver AASA			
Car Make		Year		Model	

1 BODY

- A. No excessive body damage
- B. Bonnet Secure
- C. Bumper
 - Front
 - Rear
- D. Boot Secure
- E. Tyre Condition
- F. Wheel Condition
- G. Exhaust

2 LIGHTING/ELECTRICAL

- A. Headlamps
 - High
 - Low
- B. Indicators
 - Front L/R
 - Rear L/R
- C. Taillights
- D. Brakelights
- E. Horn

3 UNDER BONNET

- A. Battery Mounting
- B. Master cylinder fluid levels
- C. No fluid leaks

4 INTERIOR

- A. Roll cage
- B. Roll cage padding
- C. Seats
- D. Seat belts (date/damage)
- E. OK/SOS board
- F. Warning triangle
- G. Fire Extinguisher
- H. First aid kit
- I. Brake pedal pressure
- J. No loose items
- K. Oil Absorbtion

PASSED

Represent before start

Rejected Numbers

Rectify by next event

Rejected Numbers

Checkers signature _____

Checkers name _____

III. EVENT CATEGORIES

In addition to Outright placings, crews, where applicable, will be eligible for the following categories and classes. Eligibility details for each category can be found in the Mountain Motorsport Technical and Safety Regulations available at www.australiantarmacrally.com.

Category	Class
Classic	(1) Pre 1972
	(2) 1972 - 1985
Early Modern	(3) 1986 - 2007
Modern 2WD	(4) 2008 +
Modern 4WD	(5) 2008 +
Super Rally	(6) <i>Refer section 9 of T&S Regs</i>
Super Sports	(7)
Invitational	(8)
Target Time	(9)

IV. CHAMPIONSHIP POINTS

Position	Points
1	100
2	95
3	90
4	85
5	80
6	75
7	70
8	65
9	60
10	55
11	50
12	45
13	40
14	35
15	30
16	25
17	20
18	15
19	10
20	5
21	2
22	2
23	2
24	2
25	2
26	2

Position	Points
27	2
28	2
29	2
30	2
31	2
32	2
33	2
34	2
35	2
36	2
37	2
38	2
39	2
40	2
41	2
42	2
43	2
44	2
45	2
46	2
47	2
48	2
49	2
50	2
DNF	1
DNS	0