



2017 SUPPLEMENTARY REGULATIONS



- RND1 Mt Baw Baw Sprint February 11 - 12
- RND 2 Lake Mountain Sprint March 25 - 26
- RND 3 The Snowy River Sprint September 23 - 24
- RND 4 The Great Tarmac Rally December 2 - 3



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ORGANISATION

Article 1 - Organisation

- 1.1. This is a 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 Bulletins.
- 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

AASA Stewards of the Meeting TO BE ADVISED IN A FURTHER BULLETIN

1.6. Organising Committee

Clerk of Course	Martin Doxey
Director	Peter Washington
Event Manager	Martin Doxey
Asst Clerk of Course	Peter Monds
Medical Services Manager	Kylie Coghlan
Timing	Ces De Souza
Results Coordinator	Craig Halliday

Article 2 - Event Description

- 2.1. The Event forms part of the Australian Tarmac Rally Championship which will be conducted over four rounds. Round 1 Mt Baw Baw Sprint based at Mt Baw Baw Resort , Round 2 Lake Mountain Sprint based at Marysville, Round 3 The Snowy River Sprint based out of Lakes Entrance and Round 4, Great Tarmac Rally, based out of Marysville.
The number of stages will be listed on the schedule for each event. All Stages and Liaisons will be on tarmac.
- 2.2. The Event will also include a Touring Section 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 Leg in which they re-join The Event.

Article 3 - Competitor Eligibility

3.1. Competition:

Both driver and co-driver shall hold, as a minimum, a current **AASA National Rally Licence**. A driver and a Co-driver shall be known as a Crew

3.2. Competitors:

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.

3.3. All drivers and co-drivers who intend driving shall possess current civil driving licences issued by their appropriate State Authority.

3.4. Either crew member may drive the vehicle during the course of The Event providing they present their current civil driving licence and the appropriate AASA licence at Documentation and they inform the Stage Commander at each Stage which crew member is driving.

3.5. Driver Experience:

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.

3.6. The criteria for driver acceptance shall be experience gained as follows:

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.

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.

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.).

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.

Attending an approved Driver Training Course, specifically with the emphasis on tarmac stage or circuit driving competence is acceptable. This aspect is highly recommended for all first time crews.

3.7. Apparel: Crews must comply with AASA Regulations in regards to apparel. All Drivers must wear fire proof gloves. It is 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.

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Article 4 - Vehicle Eligibility

4.1. General

The Event is intended for Production Cars, categorised as Classic and Modern, being four wheeled vehicles, capable of legally carrying 2 person minimum.

4.1.1. 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 (See appendix III)** 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 (See appendix III)** forms part of the official safety check process, and shall be signed by the competitor and returned to the Rally Office before the event.

4.1.2. If, at the safety check, the vehicle does not conform to the specifications in the **Vehicle Identity & Status Declaration (See appendix III)**, 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 safety check, it shall be re-presented at a time notified by an official approved to do 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.

4.1.3. 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.

4.1.4. 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.

4.1.5. 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.

4.1.6. 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.

4.1.7. 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.

4.1.8. 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.

4.1.9. It is recommended that all vehicles be fitted with re-settable odometers. The use of electronic odometers is permitted.

4.1.10. 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.

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4.1.11. Oil Spills

Competitors are required to carry in the competition car a securely mounted 1kg container/bag of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil absorbent material.

If any crew is aware that their vehicle has lost oil which has been deposited on the road surface, they must immediately pull off the driving line and stop as soon as safe to do so. If an oil spillage has occurred, crews must place their warning triangles at least 50 metres (where practicable) prior to where the oil begins to advise following crews. The crew is then to spread the oil absorbent material where the bulk of the leaked oil has been deposited. Crews are to do this in a safe manner with one crew member warning the other of oncoming cars and showing the OK sign.

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

- 4.2. All Competition vehicles shall be the subject of a current AASA Passport.
- 4.3. A vehicle which does not comply with the eligibility requirements, as defined in these Supplementary Regulations may be entered as a Promotional 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.
- 4.4. Tyres
 - 4.4.1. Maximum number of wheels/tyres permitted. The number of tyres is free but these must be DOT (Department of Transport) approved.
 - 4.4.2. 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 Safety Checker as to their safety and suitability and that rearward vision is not unduly obstructed.
 - 4.4.3. Safety Checkers shall be considered Judges of Fact for all matters relating to wheels and tyres.
- 4.5. Numbers and Signage
 - 4.5.1. All event signage shown in Appendix 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.
 - 4.5.2. The Organisers reserve the right to issue additional event sponsors decals and shall require them to be displayed prominently on all competing vehicles.
 - 4.5.3. 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.
 - 4.5.4. No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organisers.

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Article 5 - Entry Form, Entries & Entry Fee

- 5.1. Intending competitors in The Event are required to submit an Expression of Interest form, which shall be accompanied by a Deposit of \$500.00.
- 5.2. On receipt of a fully completed and approved event Expression of Interest form, a formal invitation to enter shall be forwarded by the Organisers, if the application is deemed to be appropriate.
- 5.3. The full entry fee for a vehicle and two-person crew, provided it is paid 2 weeks before the Event for each round of the Championship is:

•\$2,100.00 (incl. GST) per Round

The Discounted Series Entry (fully transferrable) for the Championship provided it is paid in full by 30 January 2016.

•\$7,000.00 (incl. GST)

A late fee of \$200.00 will be applied for any crew that has not paid up 2 weeks before each event or in the case of a Series Entry 2 weeks before the First event.

In addition, the invitation will include an Official Entry Form. Fully completed entries, together with the full entry fee shall be in the possession of the Organisers no later than 1700 hrs. 2 weeks prior to the Event. No responsibility will be accepted for any entry sent or delivered to any address other than as stated in General Information of these Supplementary Regulations. Cheques, money orders and postal notes shall be in Australian dollars and shall be made payable to Mountain Motorsports Pty. Ltd.

- 5.4. Entries open (**see event schedule**)
- 5.5. Entries close (**see event schedule**). If a sufficient number of Competitors have not entered the Event by this time then the Promoter reserves the right to cancel the event.
- 5.6. The number of entries will be limited per round to 70 plus 10 places reserved for sponsors and media at the discretion of the Organisers. Entries received in excess of these entries are accepted on a conditional basis only. Entries will be accepted and confirmed on the basis of date of receipt of the completed Entry Form and payment of the full entry fee.
- 5.7. The entry confirms that the following will be provided to competitors:
 - a. AASA Public Liability and Personal Accident insurance for all crew members (refer to the current AASA Manual).
 - b. Competition Starts in all Stages.
 - c. A Set of Road Book and route instructions.
 - d. Two door panels with car numbers, signage and any additional event sponsor decals as issued.
 - e. Entry to the presentation function
 - f. Saturday night dinner
- 5.8. By entering The Event and or the Championship, Competitors agree to be responsible to pay any costs incurred by the Organisers with respect to damage to Third Parties' property and/or assets caused by an incident that the crew may be involved in during the event up to the amount of any excess payable by the Organisers.
- 5.9. Where the nominated competitor is a legal entity, or in any other case not part of the crew, the 'Driver' named on the nomination form will be held responsible for all liabilities and obligations of the competitor for the entirety of The Event.
- 5.10. The Organisers reserve the right to accept or reject any entry nomination at their discretion and without explanation, in which case all fees paid shall be refunded in full.

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5.11. Alteration To Entries

5.11.1. The Entrant and Crew may change upon written notification to the Organisers up until and including Documentation on Friday of the Event. Substituted crew members' licences and other documentation shall be fully in order for acceptance in the category entered. If there is a discrepancy, the competitor will either have to down grade the category (i.e., from Competition to Promotional), or withdraw, as applicable.

5.12. The entered/competing vehicle may be changed upon written notification to the Organisers up until 2200hrs on the Friday of the Event. Should the eligibility of the substituted vehicle be unacceptable, the Organisers reserve the right to reject the substituted vehicle without explanation or alternatively re-classify the entered vehicle. The substituted vehicle shall be satisfactorily safety checked before the start of the Event.

5.13. Entry Refunds: The entry fee refund structure, should the entry be withdrawn prior to the commencement of The Event is as follows:

- a. If an applicant wishes to withdraw his/her Expression of Interest prior to receiving an Invitation to Compete there will be a \$250.00 administration fee. Once an Invitation to Compete has been issued, the deposit becomes non-refundable. Withdrawals will only be accepted in writing.
- b. If a refund is requested after the Invitation to Compete has been issued all monies paid can be transferred to the next event. There will be no refund of money. The Transfer only applies to the next Calendared Mountain Motorsport event. It will not be carried over after that.

Article 6 - Servicing & Refuelling

- 6.1. 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.
- 6.2. 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.
- 6.3. 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.
 - 6.3.1. While vehicle refuelling takes place, competitors' vehicles must be turned off, crew members' safety harnesses must be undone and vehicle doors must remain open. Officials will monitor this process and report breaches of this process to the Clerk of Course.
- 6.4. The Organisers recommend that all Service Personnel wear neck to wrist and ankle fireproof clothing, balaclava and fireproof gloves during refuelling.
- 6.5. 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. 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.

Article 7 - Crew Briefing

- 7.1 A COMPULSORY Crew briefing will be held at each event (**See the Event Schedule**). The 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.
- 7.2 A fine of \$200.00 per crew member 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.

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Article 8 - Reconnaissance

- 8.1 There shall be no official reconnaissance period for any Round of the Championship.
- 8.2 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 sign- writing relating to the event.
- 8.3 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).
- 8.4 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.
- 8.5 Any violation 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.
- 8.6 Any person associated with any entered team found to be in breach of any of the reconnaissance regulations, or who acts in such a manner as to bring the rally into disrepute shall be subject to a substantial monetary fine and potentially any other penalty, the level of which shall be at the Clerk Of Course's' discretion.

Article 9 - Maps

- 9.1. An overall map will be included in the Road Books.

Article 10 - Odometer Check

- 10.1. As per the Rallysafe system odometer

DOCUMENTATION & SAFETY CHECK

Article 11 - Documentation and Safety Check

11.1. 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 if the Co-Driver has a Navigator only licence)
- AASA Vehicle Passport
- Vehicle licence/permit/registration papers
- Third Party insurance extension (Queensland registered cars)
- Completed Entry Form
- Completed Safety Check Form

11.2. Safety Checks will be available (As per the Event Schedule). Teams must present their Safety Check Form (See Appendix IIII) with their details filled in at the top of the page before the Event Safety Check.

11.3. Road Books, Service Instructions, Door Panels and Organiser's Advertising will be available for collection upon completion of documentation.

11.4. Post event checks will take place (As per the Event Schedule)

11.5. 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.

11.6. 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.

RUNNING OF THE RALLY

Article 12 - Shakedown

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

Article 13 - Running of the Rally

- 13.1. 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.
- 13.2. Safety belts must be worn by each crew member.
- 13.3. Any vehicle that fails to depart the Assembly by the time the sweep car departs will forfeit their run in the First stage.
- 13.4. It is the crews' responsibility to ensure that they report to the Start Control at the correct start time.
- 13.5. The start order for the rally will be determined based on past event performance and/or Event Organisers agreement.
- 13.6. The start order for each Leg will be posted on the Official Notice Board on the preceding day, based on the progressive results of The Event.
- 13.7. The rally start will be as per the Event Schedule.
- 13.8. The first car will finish the rally on Sunday as per Event Schedule.
- 13.9. Depending on the number of competitors, cars will start each Stage at either one minute or thirty (30) second intervals.
- 13.10. Rallysafe:
- 13.10.1. 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 medical teams to an incident where a competing crew may be injured.
- 13.10.2. 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.
- 13.10.3. In the case of a major impact and the crew is 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 MIV, Fire and Rescue crews as required. The stage may be red flagged at this point.
- 13.10.4. Competing crews should leave the alert at Hazard if the competing vehicle obstructs the stage in any way or is in what they consider a dangerous position on the Stage.
- 13.10.5. It will also be used as a means of judge of fact for any competing cars speeding in a chicanes, transit stage or non- competitive area.
- 13.10.6. 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.

Article 14 - Retirement & Re-joining Rally

- 14.1 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.
- 14.2 Any competitor who stops on a Stage and is passed by the Safety Sweep is deemed to have withdrawn from that Stage.
- 14.3 If they re-join the Stage they are to drive the Stage abiding by all applicable road regulations.
- 14.4 Results will be determined by compiling all runs.

Article 15 - Controls & Parc Fermé

- 15.1. Crews may book in early to the End of Leg controls without penalty.
- 15.2. There will be no Parc Fermé.

Article 16 - Scoring Penalties

- 16.1. 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.

16.2 Timing Penalties

The following penalties will also apply:

- a. Failure to slow to 60kph in a Virtual Chicane
Penalty: 10 seconds for every 1kmh over 60kph per offence.
- b. Entering a Control from the wrong direction.
Penalty: Slowest time plus 20 minutes per offence.
- c. Failure to report at a Start Control.
Penalty: Slowest time plus 20 minutes per offence.
- d. Failure to complete or start a stage.
Penalty: Slowest time plus 20 minutes per offence.
- e. Receiving outside assistance or service in a no-service area.
Penalty: 15 minutes per offence.
- f. Refuelling in a non-approved area.
Penalty: 5 minutes up to EXCLUSION from The Event - as determined by the Clerk of Course.

- g. The following penalties will be the minimum applied to Crews 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 ***Exclusion***

As determined by the Clerk Of Course.

The number of offences means the number detected during the entirety of The Event.

For offences 30km/h above the posted speed limit

Automatic exclusion

Article 17 - Results

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

MISCELLANEOUS

Article 18 – Insurance

- 18.1. 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.

Article 19 - Accident Procedures/Yellow or Red Flags

- 19.1. Crews should refer to the page 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 Meeting for consideration of exclusion or other penalty.
- 19.2. A copy of the SOS/OK sign is required to be carried in the vehicle at all times.

Article 20 - Drugs in Sport

- 20.1. Crew members may be required to submit to tests, which may indicate the presence of prohibited substances in accordance with the AASA Drugs in Sports Policy. Alcohol testing may be carried out at any time during the event. Competitors are reminded of the 0.00 blood alcohol level during competition.

Article 21 - Copyright

- 21.1. 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.
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.

Article 22 - Protests

- 22.1. 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.

Article 23 - Postponement, Abandonment or Cancellation

- 23.1. The Event may be abandoned, postponed or cancelled for reasons of force majeure in accordance with AASA NCRs.

AWARDS

Article 24 - Prizes, Trophies & Awards

Outright		Showroom		Classic	
1st Outright	Trophies	1st Outright	Trophies	1st Outright	Trophies
2nd Outright	Trophies	2nd Outright	Trophies	2nd Outright	Trophies
3rd Outright	Trophies	3rd Outright	Trophies	3rd Outright	Trophies

Class Awards

Trophies will be presented to the first three crews of each class deemed to have completed all of the stages.

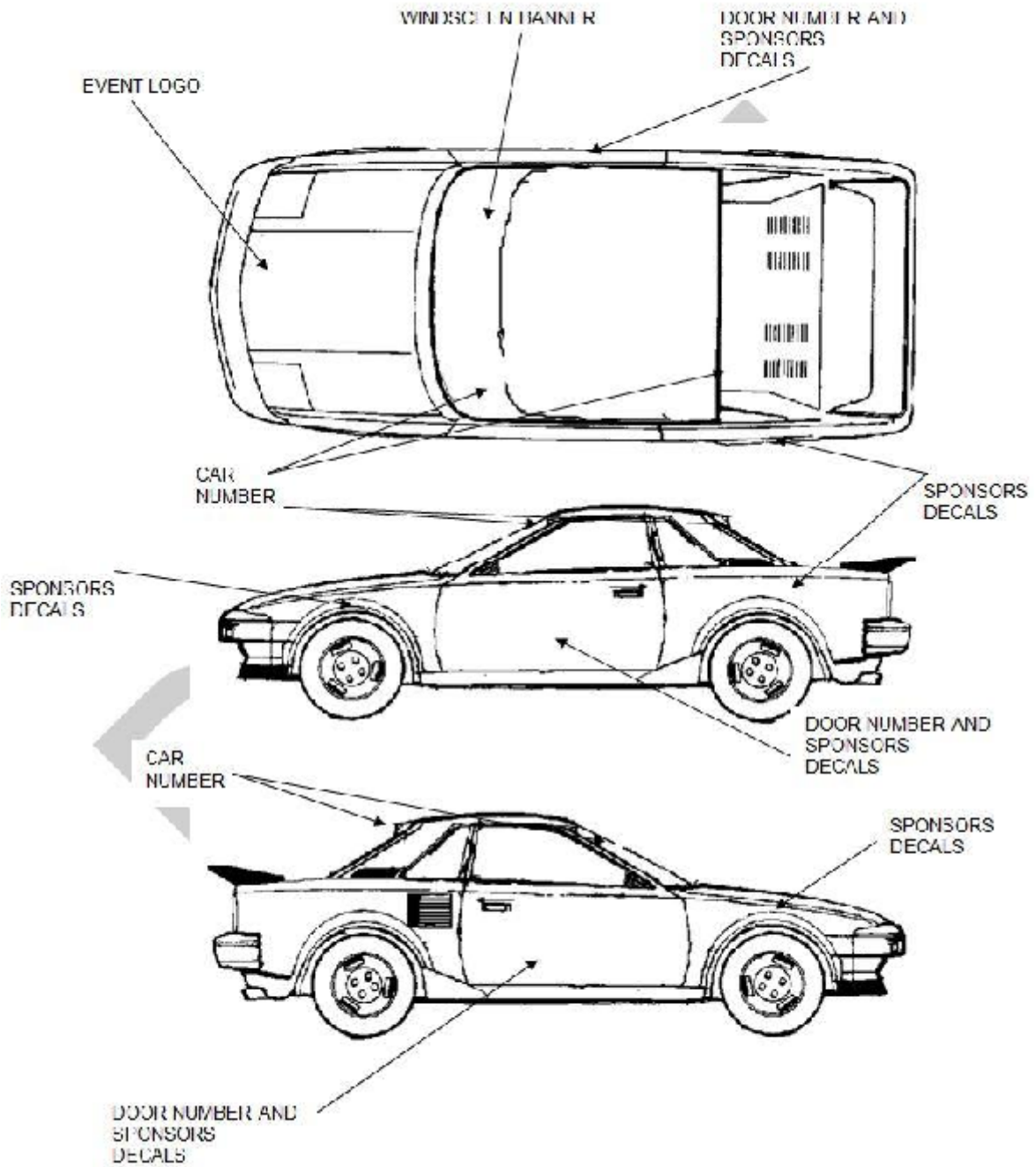
The Organisers reserve the right to:

- a. Combine categories and or classes if a minimum of three (3) entries 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.
- b. Add to the awards up to the start of The Event.

Article 25 - Prize Giving Function

The Prize giving Function and presentation of awards will be held **(As per the event schedule.)**

APPENDIX I - VEHICLE SIGNAGE DIAGRAM



APPENDIX II - TOUR

A Touring Stage **may** be conducted. The requirements for all participants will be:

- All drivers must hold a current Civil Licence
- Cars are to be driven in a manner consistent with civil road rules
- Cars are to be road registered
- Cars are to be given a safety check prior to participation
- A maximum of two (2) occupants
- Seatbelts must be worn by occupants.
- Helmets must be worn.
- Crew are to hold AASA Licences
- Crews may not exceed 135km/h on any stage of the event.
- Clothing should be neck to wrist to angle with leather shoes.

The organisers recommend that Tour vehicles carry an approved First Aid Kit and 1kg fire extinguisher.

Crews are to be assembled at the start location, where they will be directed by the Touring Leader, Trainers and Touring Sweep Vehicle. An FIV may be used to sweep behind the field.

- a. Participants are to follow the Tour Leader (Official Vehicle) through the stage in convoy and normal safe driving practices are to be adopted at all times.
- b. Participants are not permitted to 'drop back' and then accelerate at high speed
- c. Overtaking is not permitted, unless a vehicle in front has mechanical problems and has slowed down perceptively and a clear signal to overtake is given by the overtaken driver.
- d. The event is a spirited drive and participants must realize that it is not a competition. Anyone caught racing or timing will be removed from the Tour immediately.
- e. Observers, who will be Judges of Fact, will be located on each and every stage to make judgements based on the following which are prohibited:
 - Participants not maintaining formation
 - Sliding or drifting
 - Locked wheels while braking
 - Driving off the edges of the sealed surface
 - Bodywork damage
 - Overdriving

Violations reported to the Clerk of Course will result in the following action being taken.

1. First Offence: The Participant will be required to attend to the Clerk of Course, who will consider the nature of the infringement and apply a penalty as deemed appropriate.
2. Second Offence: The listed driver will be removed from the Touring event.

Travelling along a stage in the wrong direction is forbidden for safety reasons and could lead to exclusion from the Tour &/or other penalty being applied.

In the interest of Safety it is recommended the Touring Event has a driver trainer and or Tour safety vehicle placed at least every 10 to 15 vehicles.

APPENDIX III - VEHICLE IDENTITY & STATUS DECLARATION



ATRC VIF

COMPETITION VEHICLE TECHNICAL SPECIFICATION FORM / VEHICLE IDENTIFICATION FORM (VIF)

CAR No: _____

Category_____

Class:

Sport _____ Mod _____ Showroom _____

YEAR:_____

MAKE: _____

MODEL: _____

REG. NUMBER: _____ **EXPIRY DATE:** ____/ ____/ ____

REGISTERED OWNER: _____

BODY COLOUR(S): _____

LOG BOOK No: _____

BODY TYPE: 2 DOOR / 4 DOOR

STEERING: RHD / LHD **No. OF SEATS:** 2 / 3 / 4 / 5 or MORE

CHASSIS NUMBER: _____

ENGINE NUMBER: _____

NO. OF CYLINDERS/ROTORs: _____ **CONFIGURATION:** IN LINE / VEE / FLAT

ACTUAL CAPACITY: _____ CC

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INDUCTION: TURBOCHARGED / SUPERCHARGED / NORMALLY ASPIRATED

DRIVE: 2WD / 4WD

FUEL: _____

MANUFACTURES STANDARD WEIGHT: _____ LB / _____ KG

ACTUAL WEIGHT: _____ LB / _____ KG

MANUFACTURES STANDARD POWER: _____ HP / _____ kW

ACTUAL POWER: _____ HP / _____ kW

HAS THIS CAR BEEN CONSTRUCTED TO COPY A PERIOD VEHICLE? YES / NO

IS THE CAR A REPLICA? YES / NO

IF YES, HAS IT BEEN CONSTRUCTED TOTALLY TO THE MANUFACTURER'S SPECIFICATIONS?
YES / NO

HAS THE VEHICLE BEEN RECONSTRUCTED USING MORE MODERN COMPONENTS THAN THE ORIGINAL? YES / NO

IF YES, WHAT IS MOST MODERN PERFORMANCE RELATED COMPONENT AND YEAR OF MANUFACTURE?

IS THE VEHICLE FITTED WITH FIA COMPLIANT SAFETY HARNESSSES? YES / NO

IS THE VEHICLE FITTED WITH A COMPLIANT ROLL-OVER PROTECTION SYSTEM?
YES / NO

IS THIS CAR MODIFIED? YES/NO (IF YES, PLEASE LIST ALL MODIFICATIONS)

ENTRANTS SIGNATURE INDICATING THAT THE ABOVE IS TRUE AND CORRECT

SIGNED: -----

DATE-----

APPENDIX III – SAFETY CHECK FORM

SAFETY CHECKLIST

Event _____ Date _____ Car No _____

Driver _____ Co-driver _____

AASA Passport _____

-
- | | | | |
|--|---|---|---|
| <input type="checkbox"/> Head lamps | <input type="checkbox"/> High | <input type="checkbox"/> Low | <input type="checkbox"/> Brakes (Pedal Height & Feel) |
| <input type="checkbox"/> Indicators Front and Rear | <input type="checkbox"/> Hand brake | | |
| <input type="checkbox"/> Tail lamps | <input type="checkbox"/> No Plate light | <input type="checkbox"/> Windscreen vision | |
| <input type="checkbox"/> Brake lights | <input type="checkbox"/> Reverse light | <input type="checkbox"/> Windscreen wipers | <input type="checkbox"/> Washers |
| <input type="checkbox"/> Reflectors | | <input type="checkbox"/> Rear vision mirror | |
| <input type="checkbox"/> Seats and Safety belt | | <input type="checkbox"/> Interior safe | |
| <input type="checkbox"/> Horn | | | |
| <input type="checkbox"/> No excessive body damage | <input type="checkbox"/> Roll cage | <input type="checkbox"/> Roll bar Padding | |
| <input type="checkbox"/> Bonnet secure | <input type="checkbox"/> Doors secure | <input type="checkbox"/> Wiring Race suits | |
| <input type="checkbox"/> Boot secure | <input type="checkbox"/> Helmets | <input type="checkbox"/> Warning triangles | |
| <input type="checkbox"/> Bumper bars F/R | <input type="checkbox"/> OK/SOS board | <input type="checkbox"/> Fire extinguisher | |
| <input type="checkbox"/> Signs and Numbers | | <input type="checkbox"/> First Aid Kit | |
| <input type="checkbox"/> Fuel tank | | <input type="checkbox"/> Hose condition | |
| <input type="checkbox"/> Battery safe | | <input type="checkbox"/> | |
| <input type="checkbox"/> No fluid leaks | | | |
| <input type="checkbox"/> Master cylinder and level | | | |

-
- | | | |
|--|--|--|
| <input type="checkbox"/> Steering wheel/play | <input type="checkbox"/> Play at wheels | <input type="checkbox"/> Steering box |
| <input type="checkbox"/> Front suspension | <input type="checkbox"/> Rear suspension | <input type="checkbox"/> Chassis/Sub frame |
| <input type="checkbox"/> Wheels condition | <input type="checkbox"/> Tyre condition | |
| <input type="checkbox"/> Exhaust | <input type="checkbox"/> Noise level | <input type="checkbox"/> Exhaust leaks |

NFF _____ Rejected _____

Checkers signature _____

Check Represent

Car No _____ Items to be revised _____

Time and Date _____ Checked By _____ Date _____

APPENDIX V – TT(TARGET TIME)

REQUIREMENTS

The requirements for all participants will be:

- All drivers must hold a current Civil Licence
- Cars are to be road registered
- Cars are to be given a safety check prior to participation
- A maximum of two (2) occupants
- Seatbelts must be worn by occupants.
- Helmets must be worn.
- Crew are to hold AASA Licences
- Crews may not exceed 135km/h on any stage of the event.
- Crew may slow down on the stage but not stop.
- Clothing should be Neck to wrist to angle with leather shoes.

The organisers recommend that Regularity vehicles carry an approved First Aid Kit and 1kg fire extinguisher.

MAXIMUM SPEED

The maximum speed that any regularity competitor can reach is 130km/h.

Violations reported to the Clerk of Course will result in the following action being taken.

1. First Offence: The Participant will be required to attend to the Clerk of Course, who will consider the nature of the infringement and apply a penalty as deemed appropriate.
2. Second Offence: The listed driver will be removed from the event.

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SCORING

Scoring will be based on the competitors stage time in relation to the average speed set for the stage. A one second penalty will be added to the allocated time for the section (based on the average speed) for every second early or late into the flying finish.

The average speed for individual stages will be given to competitors at documentation _