



# 2018 SUPPLEMENTARY REGULATIONS



RND 1	Lake Mountain Sprint	10 – 11 February	2018
RND 2	Mt Baw Baw Sprint	10 – 11 March	2018
RND 3	The Snowy River Sprint	22 – 23 September	2018
RND 4	The Great Tarmac Rally	13 – 14 October	2018



## Contents

ORGANISATION .....	4
1. ORGANISATION.....	4
2. Event Description .....	4
3. Competitor Eligibility.....	5
4. Vehicle Eligibility .....	7
5. Entry Form, Entries & Entry Fee .....	10
6. Servicing & Refuelling .....	12
7. Crew Briefing.....	12
8. Reconnaissance.....	13
9. Maps .....	13
10. Odometer Check .....	13
DOCUMENTATION & SAFETY CHECK .....	14
11. DOCUMENTATION & SAFETY CHECK.....	14
RUNNING OF THE RALLY.....	15
12. Shakedown.....	15
13. Running of the Rally .....	15
14. Retirement & Re-joining Rally .....	16
15. Controls & Park Fermé .....	16
16. Derived Times .....	16
17. Scoring Penalties.....	17
18. Results.....	17
MISCELLANEOUS .....	18
19. Insurance.....	18
20. Accident Procedures/Yellow or Red Flags .....	18
21. Drugs in Sport.....	18
22. Copyright .....	18
23. Protests .....	18
24. Postponement, Abandonment or Cancellation .....	19
AWARDS .....	20
25. Prizes, Trophies & Awards .....	20
26. Prize Giving Function .....	20
APPENDIX I - VEHICLE SIGNAGE DIAGRAM .....	21
APPENDIX II – ATRC TOURING SUPER SPRINT .....	22
APPENDIX III - VEHICLE IDENTITY & STATUS DECLARATION.....	24
APPENDIX IV – SAFETY CHECK FORM .....	26
APPENDIX V – TARGET TIME .....	27
APPENDIX VI – SUPER SPORTS .....	28
APPENDIX VII – SUPER SPORTS PLUS.....	29

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No responsibility will be accepted by the organisers for any correspondence sent to any other address

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# ORGANISATION

## 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     |
| Event Secretary | Ursula Domzalski |
| Race 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 | Lake Mountain Sprint, Marysville       |
| Round 2 | Mt Baw Baw Sprint, Mt Baw Baw          |
| Round 3 | The Snowy River Sprint, Lakes Entrance |
| Round 4 | Great Tarmac Rally, 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 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. 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 Start Officials 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 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.
- 3.7 Apparel: Crews must comply with AASA Regulations in regards 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.

## 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 vehicle 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 Vehicle 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 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.

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.

4.1.6 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.

- 4.1.7 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.
- 4.1.8 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.
- 4.1.9 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.
- 4.1.10 It is recommended that all vehicles be fitted with re-settable odometers. The use of electronic odometers is permitted.
- 4.1.11 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.
- 4.1.12 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.
- 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 Vehicle Safety Checker as to their safety and suitability and that rearward vision is not unduly obstructed.
- 4.4.3 Vehicle 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.

## 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 \$600.00.

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:

**\$2,350.00 (incl. GST) per Round**

The Discounted Series Entry (fully transferrable) for the Championship provided it is paid in full by 30 January 2018

**\$8,100.00 (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. Entry to the 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.
- 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 Vehicle 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 \$300.00 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 Calendar Mountain Motorsport event. It will not be carried over after that.

## 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. 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.

## 7. Crew Briefing

- 7.1 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.
- 7.2 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.

## **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 signwriting or sponsorship relating to this event or other events.
- 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 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.
- 8.6 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.

## **9. Maps**

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

## **10. Odometer Check**

- 10.1 As per the Rallysafe Safety Awareness System odometer

# **DOCUMENTATION & SAFETY CHECK**

## **11. DOCUMENTATION & 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 Vehicle Safety Check Form

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

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**

## **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.

## **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 The start order for the rally will be determined based on past event performance and/or Event Organisers agreement.
- 13.5 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.
- 13.6 The rally start will be as per the Event Schedule.
- 13.7 Depending on the number of competitors, cars will start each Stage at either one minute or thirty (30) second intervals.
- 13.8 Rallysafe:
- 13.8.1 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 Incident Response Team & Medical teams to an incident where a competing crew may be injured or there may be fire.
- 13.8.2 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.
- 13.8.3 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.
- 13.8.4 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.
- 13.8.5 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.
- 13.8.6 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.

## 14. Retirement & Re-joining Rally

- 14.1 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.
- 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.

## 15. Controls & Parc Fermé

- 15.1 There will be no Parc Fermé.

## 16. Derived Times

- 16.1 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:
- 16.1.1 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***
- Event officials will query RallySafe for actual stopped time
  - Add 10 second allowance for slow down / speed up
  - Deduct total of points 1 & 2 from actual stage time
  - 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.
- 16.1.2 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.**
- 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
  - 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)
  - 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.
  - 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.



## 17. Scoring Penalties

17.1 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.

### 17.2 Timing Penalties

- a. Chicanes: Speeding in a virtual chicane:  
Penalty: 5 seconds per km over the 60kmh threshold per offence or at the discretion of the Clerk of Course
- b. Entering a Control from the wrong direction.  
Penalty: Slowest time plus 5 minutes per offence.
- c. Failure to report at a Start Control.  
Penalty: Slowest time plus 5 minutes per offence.
- d. 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.
- e. Receiving outside assistance or service in a no-service area.  
Penalty: 2 minutes per offence.
- f. Refuelling in a non-approved area.  
Penalty: Up to EXCLUSION from The Event as determined by the Clerk of Course
- g. 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

## 18. Results

- 18.1 Progressive Results will be distributed during the running of The Event.
- 18.2 Unofficial Results at the end of competition will be posted on the Official Notice Board
- 18.3 Provisional Results will be published at the end of The Event on the Official Notice Board.

- 18.4 The Provisional Results will become final 30 minutes after posting. Subject to no protests.

## MISCELLANEOUS

### 19. Insurance

- 19.1 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.

### 20. Accident Procedures/Yellow or Red Flags

- 20.1 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.
- 20.2 A copy of the SOS/OK sign is required to be carried in all competing vehicle at all times.

### 21. Drugs in Sport

- 21.1 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 will be carried out at any time during the event. Competitors are reminded of the 0.00 blood alcohol level during competition.

### 22. Copyright

- 22.1 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.
- 22.2 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.

### 23. Protests

- 23.1 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.

## **24. Postponement, Abandonment or Cancellation**

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

# AWARDS

## 25. Prizes, Trophies & Awards

Outright		Showroom		Classic	
1 <sup>st</sup>	Trophies	1 <sup>st</sup>	Trophies	1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies	2 <sup>nd</sup>	Trophies	2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies	3 <sup>rd</sup>	Trophies	3 <sup>rd</sup>	Trophies

### Class Awards

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

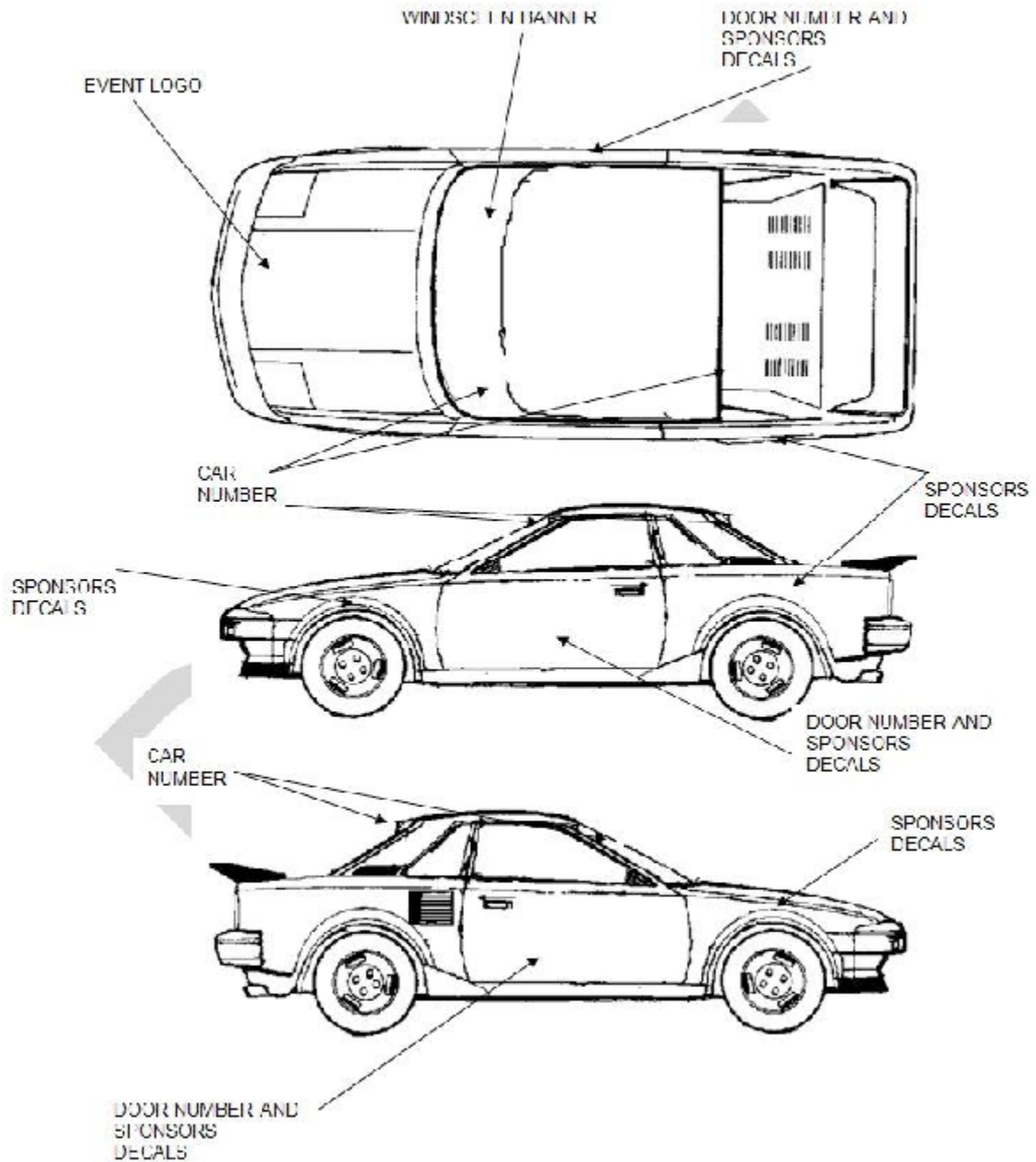
The Organisers reserve the right to:

- 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.

## 26. 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 – ATRC TOURING SUPER SPRINT

A Touring Super Sprint may be conducted.

### Requirements:

- The requirements for all participants will be:
- Helmets must be worn.
- Crews may not exceed 130km/h on any stage of the event.
- Clothing should be ankle to neck and down to wrist with leather shoes (Long Pants and Jumper)
- Seatbelts must be worn by occupants.
- A maximum of two (2) occupants per vehicle.
- Drivers will keep a minimum of a 2 second gap. No tailgating.
- Drivers should not try and stay with the car in front if they feel the car in front is going quicker than they feel comfortable with.
- Drivers in consultation with the Tour Leaders and Tour Instructors should place themselves in the field where they feel most comfortable.
- Travelling along a stage in the wrong direction is strictly forbidden for safety reasons.
- All drivers must hold a current Civil Licence
- Cars are to be road registered or have a suitable permit.
- Cars are to undergo a Vehicle Safety Check prior to participation.
- Crews are to hold AASA Licence.
- All crews must have a RALLYSAFE Safety Awareness System unit fitted.

### There will be four classes:

#### ***Novice/Cruise Class***

Everyone starts here.

First time Tour Vehicle: Run at the front of the field behind the Primary Tour Leader and have access to a Driver Trainer.

#### ***Intermediate Class***

As Novice/Cruise but with some quick spurts on less risky sections.

Can move up here after at least 1 Novice/Cruise session. Middle of the field usually with a 2nd Tour Leader depending on group numbers.

#### ***Advanced Class***

130km/h limit and a quick pace.

For Drivers that have done rally or racing before or at least 2 or 3 ATRC Tour events.

#### ***Ultimate Class***

130km/h limit for Crews with 30 second Gap.

All vehicles must have a Navigator and safety notes are highly recommended.

The intention is that all vehicles have the minimum of a half cage, upgraded brakes and suspension. Vehicles that do not have a cage will need to seek the approval of the Clerk of Course and it is at his sole discretion. Vehicle and crew entering the Ultimate Class will have done the min of a full season of Advanced Class or would have competed as a min as an Entrant in the ATRC prior to being approved.

**Auto Test:**

*Not available to Novice/Cruise Class*

There will be 3 or 4 Auto Test made available to Entrants in the Intermediate, Advanced and Ultimate classes during the event. The Auto Test will not be used on every Stage listed on the Event Schedule. The events that will be integrated into safe areas of the stages will be a go to whoa, slalom and motorkhana. These will be placed in suitable places where they can be set up and left on the stage without effecting the Competition Legs of The Event.

**Additional Information:**

The organisers recommend that 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 Tour Leaders, Driver Trainers and Touring Sweep Vehicle. An IRT unit 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. No Entrant may take photos of the Speedo or any crashed vehicle and post on any form of multimedia at any time during or after the event. This may put the Tour Event at risk of Cancellation for all participants.

SOS Radio Point 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:

- Sliding or drifting
- Locked wheels while braking
- Driving off the edges of the sealed surface
- Bodywork damage
- Overdriving

All vehicles in the Touring event shall be fitted with Rallysafe Safety Awareness System for safety of the crew and tracking of the vehicle.

Participants will receive one warning for a breach of the 130km/h speed limit. Then they will be removed from the Tour in the name of safety and preservation of The Event.

# APPENDIX III - VEHICLE IDENTITY & STATUS DECLARATION



## ATRC VIF

### COMPETITION VEHICLE TECHNICAL SPECIFICATION FORM

#### VEHICLE IDENTIFICATION FORM (VIF)

CAR NO: \_\_\_\_\_

CATEGEORY: \_\_\_\_\_

CLASS:

Classic

Modern

Showroom

YEAR: \_\_\_\_\_

MAKE: \_\_\_\_\_

MODEL: \_\_\_\_\_

REG. NUMBER: \_\_\_\_\_

REGISTERED OWNER: \_\_\_\_\_

BODY COLOUR (S): \_\_\_\_\_

LOG BOOK NO: \_\_\_\_\_

BODY TYPE:  2 DOOR  4 DOOR

STEERING:  RHD  LHD

NO OF SEATS:  2  3  4  5  More

CHASSIS NUMBER: \_\_\_\_\_

ENGINE NUMBER: \_\_\_\_\_

NO OF CYLINDERS/ROTORS: \_\_\_\_\_

CONFIGURATION:  In line  Vee  Flat

ACTUAL CAPACITY: \_\_\_\_\_ cc

INDUCTION:  Turbocharged  Supercharged  Normally Aspirated

DRIVE:  2WD  4WD



FUEL: \_\_\_\_\_

MANUFACTURER STANDARD WEIGHT: \_\_\_\_\_ LB / \_\_\_\_\_ KG

ACTUAL WEIGHT: \_\_\_\_\_ LB / \_\_\_\_\_ KG

MANUFACTURER 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 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 HARNESS?

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 IV – SAFETY CHECK FORM

## SAFETY CHECKLIST

Event \_\_\_\_\_ Date \_\_\_\_\_ Car No \_\_\_\_\_

Entrant \_\_\_\_\_ AASA Licence Sighted →

Driver \_\_\_\_\_ Co-driver \_\_\_\_\_

Car Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

AASA Passport \_\_\_\_\_ Registration Permit No \_\_\_\_\_ Current \_\_\_\_\_

**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
- 

**3 UNDER BONNET**

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

**2 LIGHTING/ELECTRICAL**

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

**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

PASSED

*Represent before start*

Rejected Numbers

*Rectify by next event*

Rejected Numbers

Checkers signature \_\_\_\_\_

Checkers name \_\_\_\_\_

## **APPENDIX V – TARGET TIME**

### **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 ankle with leather shoes

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

### **MAXIMUM SPEED**

The maximum speed that any Target Time 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.

### **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.

# APPENDIX VI – SUPER SPORTS

## SUPER SPORTS – 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
- Cars are to have a minimum of a AASA approved Half Safety Cage
- A maximum of two (2) occupants
- Seatbelts must be worn by occupants
- Helmets must be worn
- All drivers must hold a current AASA National Rally Licence as a minimum
- Crews may not exceed 130km/h on any stage of the event
- Crew may slow down on the stage but not stop
- Crews are to wear apparel as per AASA Tarmac Rally Specifications.

*Refer Item 5.15 of Mountain Motorsports Technical Regulations*

*OR <https://aasa.com.au/regulations/appendices/> Item 4 – Apparel Requirements*

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

## MAXIMUM SPEED

The maximum speed that any super sport 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.

## SCORING

Super Sports Category Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>.

# APPENDIX VII – SUPER SPORTS PLUS

## SUPER SPORTS – 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
- Cars are to have a minimum of a AASA approved FULL Safety Cage
- A maximum of two (2) occupants
- Seatbelts must be worn by occupants
- Helmets must be worn
- An approved (FIA, SFI or similar) head and neck restraint is mandatory for both occupants of competition vehicles
- All drivers must hold a current AASA National Rally Licence as a minimum
- Crews may not exceed 140km/h on any stage of the event
- Crew may slow down on the stage but not stop
- Crews are to wear apparel as per AASA Tarmac Rally Specifications.  
*Refer Item 5.15 of Mountain Motorsports Technical Regulations*  
*OR <https://aasa.com.au/regulations/appendices/> Item 4 – Apparel Requirements*

The organisers advise that Super Sports Plus vehicles **MUST** carry an approved First Aid Kit and 1kg fire extinguisher.

## MAXIMUM SPEED

The maximum speed that any super sport competitor can reach is 140km/h. Violations reported to the Clerk of Course will result in the following action being taken:

3. 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.
4. Second Offence: The listed driver will be removed from the event.

## SCORING

Super Sports Category Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>. Super Sports and Super Sports plus are combined to a single category for results.