



Government of South Australia

ADELAIDE RALLY
• 2024 •

2024 SHANNONS
ADELAIDE RALLY
NOVEMBER 8-10



SUPPLEMENTARY REGULATIONS

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Reviewed By:	Tim Possingham

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WELCOME

Welcome to the 2024 Shannons Adelaide Rally!

The Shannons Adelaide Rally will be held from Friday 8th November to Sunday 10th November.

The Shannons Prima Tour will run on Friday 8th November only. Covering a half-day, this is an introductory event designed to give participants a taste of what the main event is all about.

The Shannons Adelaide Rally will run a course of 150 closed road kilometres with low average speeds due to the technical and serpentine nature of the roads which are true “driver’s roads”.

Over 30 special stages have been designed for the Adelaide Rally event, which are comprised of iconic stages of old and new variations on existing stages.

We highlight the commitment of the many volunteers that undertake a variety of roles to enable the event to run successfully, and thank them sincerely.

In 2024, we continue our ‘Mission Zero’ initiative. You will see the Mission Zero logo attached to the event marketing material and pre-requisite signage. You will also learn about Mission Zero in the compulsory briefings. Mission Zero draws together our operational procedures and criteria relating to driving activity on the event and melds it with an outwardly facing philosophy such that all participants can embrace and take part in our striving for zero critical incidents.

The Mission Zero, Mission Statement is:

“At the Shannons Adelaide Rally we strive to constantly improve safety outcomes that deliver sustainability to our sport by way of using data, innovation, expertise, and technology. Our value exists in all the human lives surrounding our event. Our Goal is to protect our value and maintain zero critical incidents related to our event”

Have a very safe and enjoyable event.

Regards,



Tim Possingham
Event Director

SECTION 1 – EVENT INFORMATION & GENERAL REQUIREMENTS**1.1 Event Programme**

Day	Time	Description	Location
	Upon publishing of these Supplementary Regulations	Entries Open	www.adelaiderally.com.au
Wednesday 16 October 2024	18:00 (6:00PM)	Entries Close	www.adelaiderally.com.au
Sunday 30 October 2024	18:00 (6:00PM)	Team Award registrations close	Via email to tim@adelaiderally.com.au
Sunday 3 November 2024	09:00 (9:00AM) – 17:00 (5:00PM)	Pre-Event Scrutiny	City Motor Group (Kia) service centre, Railway Tce Mile End
Sunday 3 November 2024	20:00 (8:00PM)	Start Order Posted	www.adelaiderally.com.au
Thursday 7 November 2024	10:00 (10:00AM)	Parc Ferme Opens	Adelaide Showgrounds
Thursday 7 November 2024	14:00 (2:00pm)	Half Day Face to Face Training	Adelaide Showgrounds
Thursday 7 November 2024	18:00 (6:00PM)	Driver's Briefing	Adelaide Showgrounds
Friday 8 November 2024	08:30 (8:30AM)	First Car Departs	Adelaide Showgrounds
Friday 8 November 2024	Friday AM & Lunch	Prima Tour	Adelaide Hills & Surrounds
Friday 8 November 2024	16:20 (4:20PM)	First Car Arrives @ Parc Ferme	Adelaide Showgrounds
Saturday 9 November 2024	08:15 (8:15AM)	First Car Departs	Adelaide Showgrounds
Saturday 9 November 2024	16:00 (4:00PM)	Gouger Street Party	Gouger Street, Adelaide CBD
Saturday 9 November 2024	20:10 (8:10PM)	First Car Arrives @ Parc Ferme	Adelaide Showgrounds
Sunday 10 November 2024	09:00 (9:00AM)	First Car Departs	Adelaide Showgrounds
Sunday 10 November 2024	14:45 (2:45PM)	First Car Arrives @ Finale	Rymill Park, Adelaide
Sunday 10 November 2024	16:30 (4:30PM)	Finale Presentation	Rymill Park, Adelaide

NOTE: These times may change in the lead-up to the event and will be communicated accordingly.

NOTE: All times are in Australia Central Daylight Time (ACDT).

1.2 General Information

General Information																					
Rally Enquiries	<p>Jake Alker 0435 907 738 jake@adelaiderally.com.au www.adelaiderally.com.au</p>																				
Correspondence	<p>Address all correspondence other than entries to:</p> <p>C/O: The Clerk of the Course Shannons Adelaide Rally Level 2/143 Hutt Street Adelaide SA 5000</p>																				
Event Headquarters	<p>Event HQ will be situated at:</p> <p>Adelaide Showgrounds Goodwood Road Wayville SA 5034</p> <p>Hours of Operation:</p> <table border="1"> <tbody> <tr> <td>Thursday</td> <td>7/11/2024</td> <td>12:00</td> <td>17:00</td> </tr> <tr> <td>Friday</td> <td>8/11/2024</td> <td>07:00</td> <td>20:00</td> </tr> <tr> <td>Saturday</td> <td>9/11/2024</td> <td>07:00</td> <td>20:00</td> </tr> <tr> <td>Sunday</td> <td>10/11/2024</td> <td>07:00</td> <td>20:00</td> </tr> <tr> <td>Monday</td> <td>11/11/2024</td> <td>09:00</td> <td>11:00</td> </tr> </tbody> </table>	Thursday	7/11/2024	12:00	17:00	Friday	8/11/2024	07:00	20:00	Saturday	9/11/2024	07:00	20:00	Sunday	10/11/2024	07:00	20:00	Monday	11/11/2024	09:00	11:00
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Official Notice Board	<p>The Official Notice Board will be electronic only*, and will available at:</p> <p>www.adelaiderally.com.au</p> <p>*The event may use other methods of communication with Competitors & Crews, including Phone Apps and SMS.</p>																				
Media Enquiries	<p>Ryan Schembri Media Manager & Photographer Liaison 0437 766 609 ryan@prsphotos.com.au</p>																				
Abbreviations	<table border="1"> <tbody> <tr> <td>SR Article</td> <td>Supplementary Regulations Article</td> </tr> <tr> <td>RSR EG</td> <td>Rally Standing Regulations – Event General</td> </tr> <tr> <td>RSR VG</td> <td>Rally Standing Regulations – Vehicles General</td> </tr> <tr> <td>NCR</td> <td>National Competition Rules</td> </tr> </tbody> </table>	SR Article	Supplementary Regulations Article	RSR EG	Rally Standing Regulations – Event General	RSR VG	Rally Standing Regulations – Vehicles General	NCR	National Competition Rules												
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1.3 Organisation

1.3.1 The **2024 Shannons Adelaide Rally** will be a National Tarmac Rally run under the provisions of the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of Motorsport Australia, the Rally Standing Regulations and these Event Supplementary Regulations and any authorised Further Regulations and Bulletins.

1.3.2 The Shannons Adelaide Rally will hereafter be referred to as 'the Event'.

1.3.3 The Event is run under Motorsport Australia Permit #824/1011/02, and will be conducted under, and in accordance with the following documents, which can be found at www.motorsport.org.au:

The Motorsport Australia Occupational Health & Safety Policy
 The Motorsport Australia Safety 1st Framework
 The Motorsport Australia Risk Management Policies;

1.3.4 The 'timing process' for a 'point-to-point' stage will be as follows:

- Vehicle arrives at Time Control (TC).
- Vehicle is checked in by an Official with the 'RaceCommander' tablet.
- Vehicle moves to Stage Start.
- Vehicles' RallySafe unit receives allocated start time from 'RaceCommander' tablet.
- Competitor prepares for Start time and proceeds into stage once the allocated time presents.
- Competitors traverse stage to the 'Flying Finish', where elapsed time is recorded by RallySafe.
- Vehicle reaches the 'Slow Down' board and is required to slow to 10km/h to pass Officials, or, in the case of any competition cars, stop.
- Officials record details of passing vehicle.
- Competitor follows civil road laws to next Time Control. Approximate section times are indicated on the event itinerary and Competitor Record Card (issued to Competitive categories only).

1.3.5 RallySafe will be considered the point of reference in relation to a vehicle's location and speed.

1.3.6 The organiser of the Shannons Adelaide Rally is Massive Events Corp P/L (ABN: 55 984 494 841).

1.3.7 Officials of the Event:

Motorsport Australia Stewards	TBA by Motorsport Australia
Event Checker	TBA
Safety Delegate	TBA
Competition Checker	Chris Atkinson
Medical Delegate	TBA

1.3.8 Organising Committee:

Event Director	Tim Possingham
Clerk of the Course	Jake Alker
Deputy Clerk of the Course	Iz Singe
Deputy Clerk of the Course	TBA
Tour Speed Manager	Rob Hankinson
Course Car Manager	Iz Singe
Chief Safety Officer	Scott Thompson
Chief Competitor Relations Officer	Liam Bache
Results Manager	Garry Searle
Media Manager	Ryan Schembri
Communications Manager	TBA
Chief Scrutineer	Tim Edmonds

1.4 Event Eligibility

- 1.4.1 The Shannons Adelaide Rally does not count towards any Motorsport Australia series or championship.
- 1.4.2 The Event will consist of competitive and non-competitive categories, which will be as per the following, with the relevant speed limits on closed road stages:
- Competition (200km/h limited)
 - Challenge 130 (130km/h limited)
 - TSD (120km/h limited)
 - Spirit Tour (120km/h limited)
 - Main Tour (100km/h limited)
 - Prima Tour (100kph limited)
- 1.4.3 The main Adelaide Rally Event will consist of four days of activity. Day 0 will consist of Documentation, Scrutiny, Training, and Driver's Briefing. The follow three (3) days will be operated as three (3) separate heats. The Prima Tour will be held on the Friday of the Event.
- 1.4.4 The Event Itinerary will be available in the Road Book. All crews will have the same Road Book. This will be made available to participants pre-Event.
- 1.4.5 The Organisers reserve the right to re-seed or re-group the field at any time, at the sole discretion of the Clerk of the Course.
- 1.4.6 Changes to crew members after close of entries will only be accepted with prior approval from the Clerk of the Course. In any such case, all crew members must meet the requirements of these Supplementary Regulations. Unauthorised changes to vehicle crews will be reported to the Stewards, and penalties may apply.
- 1.4.7 All competitors, crews, and participants will comply with the wristband requirements, as prescribed by the Clerk of the Course.
- 1.4.8 The Event will consist of stages deemed to be 'Category A' or 'Category B', These category determinations will be determined by the Clerk of the Course, in conjunction with the Competition Checker and Event Checker.
- 1.4.9 All stages will have a base time allocated. On Category A stages, cars that achieve a time faster than the base time will receive no penalty. On Category B stages, cars that achieve a time faster than the base time will have a penalty applied of 2 seconds per second achieved below the base time. For example, a Category B stage with a base time of 1:10 seconds which then has a car achieve 1:05 seconds will have a penalty time of 10 seconds added to that vehicle's penalty time. Target times will be duly communicated with participants pre-event.
- 1.4.10 Base times will be adjusted in wet or damp conditions, at the discretion of the Clerk of the Course. Amended base times will be implemented accordingly.

1.5 Category Descriptions

1.5.1 Competition

This competition is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition with two sub-categories of Classic (1st January 1900 to 1st January 1986) and Modern (1st January 1986 to Current) with driver skill and mechanical performance determining the winners. No handicap system will be used.

1.5.2 Challenge 130

This competition is reserved for vehicles manufactured from 1st January 1900 up until the first day of competition, based on the same year of build and rules as the Competition category, except that a 130kph speed limit on all closed road stages will apply. Challenge participants will follow the same course and include the same activities as the Competition category.

1.5.3 Spirit Tour

This tour is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. Vehicles will be limited to 120kph whilst on closed road stages. Vehicles will follow the same course and include the same activities as the main competition. All vehicles in this category will be monitored by RallySafe.

1.5.4 Time-Speed-Distance (TSD)

The TSD category competes to achieve a specific target time, set by the event organisers. Penalties are accrued in points for finishing a special time faster or slower than the target time. This is speed-limited to 120km/h on closed road stages and will follow the same course as the main competition. Crew must wear helmets approved by Motorsport Australia when undertaking any closed road section. All vehicles in this category will be monitored by RallySafe.

1.5.5 Main Tour

This tour is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. Vehicles will be limited to 100kph or signposted limits (whichever is higher) whilst on all closed road stages. Vehicles must adhere to normal signposted limits on open roads. Vehicles will follow the same course and include the same activities as the main competition. All vehicles in this category will be speed monitored via phone app.

1.5.6 Prima Tour

This tour operates on the Friday 8th November and will incorporate up to 4 separate closed road sections prior to a lunch event. The Prima Tour is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. Vehicles will be limited to 100kph or signposted limits (whichever is higher) whilst on all closed road stages. Vehicles must adhere to normal signposted limits on public roads. All vehicles in this category will be speed monitored via phone app. This category will participate in the Event under Motorsport Australia's 'Come & Try Events policy'.

1.6 Entries & Entry Fees

1.6.1 Entry fees for each of the categories will as per the table below (with a 5% early-bird discount, or a 5% price penalty applicable based on payment timelines as set by the organisers):

Category	Fee
Competition	\$4,400
Challenge 130	\$3,995
Spirit Tour	\$2,995
TSD	\$2,995
Main Tour	\$2,695
Prima Tour	\$595 + Licence Costs

NOTE: Payments made by credit cards may incur an additional transaction fee. Payments made via bank transfer may be arranged by contacting the Organisers.

1.6.2 Intending crews are required to submit the Entry Form, and make payment via the Event's entry portal.

1.6.3 The Event shall be invitational, and on receipt of a fully completed and approved Entry Form via www.adelaiderrally.com.au, the entry will be reviewed, and the Competitor notified if accepted.

1.6.4 The Organisers reserve unfettered discretion as to the acceptance or refusal of entries. The Event Organisers further reserve the right to accept or refuse any entry at any time, up to start of the first day of competition.

1.6.5 Entries will close as scheduled in Section 1.1 of these Supplementary Regulations.

1.6.6 The number of entries in any one category is at the sole discretion of the Event Organisers.

1.6.7 Entries will be accepted and confirmed based on the order of receipt of the completed entry, and payment of entry fee in full.

1.6.8 A fully paid entry fee will provide crews with:

- Motorsport Australia Personal Injury insurance for all crew members.
- One (1) set of all official maps and/or Road Book route instructions (this may be provided electronically, at the discretion of the Clerk of the Course).
- Two door panel decals with car numbers, event signage, and additional event sponsor decals
- RallySafe vehicle tracking unit hire (where relevant), or supply of the RallySafe Recce/Lite app or other approved Speed Monitoring app.
- 2x 'Finisher' medallions, presented to all finishers.
- Provision of the 'Rally Box'
- Provision of lunch for each driver & navigator for each competitive day of the rally.

1.6.9 By entering the Event, participants 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 any incident that the crew may be involved in during the event. This includes but is not limited to; bollards, water barriers or other items that may be used as chicanes or road delineators. It may also include but is not limited to oil and fuel damage to tarmac and grass surfaces.

- 1.6.10 Crews taking part in the event, by default as a condition of entry agree to pay for any damage they cause to fences, property, infrastructure, communications equipment and any other structures or property upon written demand from the organisers. Failure to pay on demand will be reported to the Stewards and a penalty may be applied – up to disqualification or exclusion from this and/or future events. Additional legal action will be taken to recover all costs including legal costs, as deemed necessary by the Organisers.
- 1.6.11 Where the nominated Competitor is a legal entity, or in any other case not part of the crew, the Driver named on the entry form will be held responsible for all liabilities and obligations of the Crew (Competitor) for the entirety of the Event.
- 1.6.12 The Competitor may apply to change any crew member up until 17:00 (5:00PM) on Friday 1st November, 2024, upon written application to the Organisers, and at the sole discretion of the Organisers. Substituted crew members' licences and other documentation shall be fully in-order for acceptability in the category entered. If there is a discrepancy, the Competitor may withdraw, as applicable.
- 1.6.13 The entered/competing vehicle may be changed up until 17:00 (5:00PM) on Friday 1st November, 2024, upon written application to the Organisers, and at the sole discretion of the Organisers. Should the eligibility of the substituted vehicle be unacceptable, the Organisers reserve the right to reject the substituted vehicle without explanation. Any organiser approved substitute vehicle shall be subject to scrutineering prior to taking part in the event.
- 1.6.14 Entry withdrawals will only be accepted in writing. Fees may apply. See refund section below.
- 1.6.15 Should an entry be withdrawn prior to the commencement of the Event, the entry fee refund structure is as follows:
- Refunds requested prior to the close of entries will be considered on a case-by-case basis. An administration fee of up to \$450 may be deducted from any funds already received, or 100% of the fully paid entry fee may be credited towards the 2025 Shannons Adelaide Rally.
 - If a refund is requested after the close of entries, and greater than 7 days from the Event starting, 60% of the entry fee may be refunded. Alternately, 70% of the fully paid entry fee may be credited towards the 2025 Shannons Adelaide Rally.
 - If the withdrawal is requested within 7 days of the Event starting, then 50% of the entry fee may be refunded, or 60% of the entry fee credited to the 2025 Shannons Adelaide Rally.
- NOTE: Where credits are given towards the 2025 Shannons Adelaide Rally, should the credit not be used, there shall be no further credit or refund beyond that Event.
- NOTE: Credits are non-transferrable.
- NOTE: In any case of credit, the recipient acknowledges that the length, format, categories and activity structure of the 2025 Shannons Adelaide Rally may differ and may not suit the participant.
- 1.6.16 The Organisers reserve the right to add or remove categories, stages or legs. Any such alterations to the Event structure will be communicated via Further Regulations or Bulletin.
- 1.6.17 All intending Drivers & Co-Drivers shall possess a current civil driver's licence issued by the appropriate State Government Authority, as outlined in the Motorsport Australia National Rally Standing Regulations – Event General.
- 1.6.18 Navigators/Co-Drivers or other Crew intending to drive the entered vehicle during the event must have filled out the application form seeking approval for permission to drive. Drivers and Co-Drivers in Challenge 130 and Competition must have the appropriate licence to drive for that Category noting it may be different than a Navigators licence for those categories. Specific stages that the different driver intends to drive must be contained within the application to the Clerk of the Course. Drivers and navigators/Co-Drivers swapping duties without written applications and approvals in place will be penalised and may be disqualified from the event.
- 1.6.19 All Drivers and Co-Drivers (i.e., crew members who intend to drive on any closed road sections or stages) are required to satisfy the Organisers that they have appropriate motorsport driving experience and competence to participate in the Event. Demonstrated competence can include having successfully participated in a suitable and approved driver training course or previous event or must prove they have sufficient experience in detail when filling out the event entry form.
- 1.6.20 Training and Experience criteria is mandatory for all drivers in Challenge and Competition Categories.

- 1.6.21 The training and experience criteria for Challenge 130 and Competition is specified in the current National Rally Standing Regulations – Tarmac section at Attachment A, noting that this criteria is subject to change. Please review the latest version on the Motorsport Australia Website or contact organisers to obtain updates on criteria.
- https://motorsport.org.au/docs/default-source/manual/rally/2024/2024-rally-appendix---rally-standing-regulations---national-rally---v1.pdf?sfvrsn=19b8735f_5
- 1.6.22 The Clerk of the Course must be satisfied as to the acceptable motorsport driving experience of all crews. The Clerk of the Course reserves the right to refuse to permit a Driver or Navigator who, in the Clerk of the Course's opinion, has failed to demonstrate sufficient experience from participating.
- 1.6.23 Entries may be refused in accordance with the NCRs of the current Motorsport Australia Manual.
- 1.6.24 Crews may be directed to undertake training or additional briefings depending on experience and their behaviour on event.

1.7 Signage & Decals

- 1.7.1 All event signage distributed by the Organisers must be affixed to the vehicle prior to the start of the Event and remain affixed to the vehicle for the duration of the Event. Failure to meet this condition will result in the crew being reported to the Stewards for consideration of an appropriate penalty. Crews may be required to pay for any additional signage that is required because of this.
- 1.7.2 The Organisers reserve the right to issue additional event sponsor decals and shall require them to be displayed prominently on all competing vehicles.
- 1.7.3 Vehicles may have Driver and Co-Driver/Navigator names displayed on both sides of the vehicle; on the rear side glass, in accordance with Motorsport Australia's National Rally Standing Regulations – Vehicles General; except vehicles without rear side glass, which may display them on the upper, rear section of the front mudguards.

1.8 Servicing & Refuelling

- 1.8.1 The speed of vehicles within Parc Ferme, Regroups, or Service Parks will not exceed 10km/h.
- 1.8.2 All vehicles will be placed into Parc Ferme at the end of each Leg except for Prima Tour which will not be required to partake in the overnight requirements of Parc Ferme.
- 1.8.3 Vehicles may be removed from the overnight Parc Ferme, with the written permission of the Chief Scrutineer, to be taken to a workshop or other place of vehicle repair. These vehicles must return to the overnight Parc Ferme by 07:00 of the following day. Any returning vehicle may be subject to inspection by the Chief Scrutineer or their delegate before being permitted to start the following leg.
- 1.8.4 Service Crew and/or Crews will have access to Parc Ferme for one (1) hour prior to departure time on each leg, for the purposes of cleaning the car only. Crews will need to provide their own water. It is preferable that waterless cleaning products are used.
- 1.8.5 Where oils, solvents, and degreasing fluids are used, all residues must be securely contained and not be allowed to come into contact with the ground. The use of pressure cleaners is prohibited. Breaches noted by an Official of the Event will result in a report to the Stewards, with a recommendation that a fine be applied.
- 1.8.6 The washing of cars in commercial car washes along the route is acceptable.
- 1.8.7 Under no circumstances is a vehicle allowed to be serviced in Parc Ferme. Vehicles may be able to be removed from Parc Ferme to within a designated service area approved by the organisers. This includes, but is not limited to; jacking up of the vehicle, tyre changes, fluid or oil removal/ top up, etc.
- 1.8.8 Service Crews must not park within 200m of a stage start, or any other Time Control.
- 1.8.9 Refuelling is only permitted at service station forecourts along the route. Conditions of refuelling are:
- Roadside refuelling is not permitted at any time. **All refuelling must occur on approved service station forecourts** or Event organised fuelling locations.
 - The Organisers strongly recommend either refuelling from service station pumps or a closed hand pump system.
 - The responsibility for refuelling is incumbent on the crew alone and must be done in a manner which ensures that no fuel is spilt.
 - Engines must be switched off throughout the refuelling operation.
 - It is recommended that the crew remain outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened and door open.
 - Any breaches of the refuel regulations will be reported to the Stewards of the Meeting for consideration of a penalty of up to 30 seconds per offence pending proof of the breach being supplied.
- 1.8.10 Crews will be penalised for the misconduct of their service crews. Any observed misconduct of a service crew will be reported to the Stewards for consideration of penalties up to and including fine or disqualification.
- 1.8.11 Fuels compliant with Motorsport Australia's Technical Appendix – Schedule G – Fuel may be used. E85 fuel is also permitted.

1.9 Liaisons & Transports

- 1.9.1 For any stage missed by a crew, except where otherwise outlined in these Supplementary Regulations, the crew will be allocated a time equal to the slowest time on that stage, plus two (2) minutes.
- 1.9.2 It is the responsibility of the crew to traverse from the Gouger Street Party to Parc Ferme. **No roadbook section will be provided for this road section, and timing will be free.** Vehicles must be returned to Parc Ferme by 21:00 (9:00PM).

1.10 Odometer Check

Odometer checks are located within the Adelaide CBD, as well as North and South of the city. Further information is available in the rally guide and/or Sportity

1.11 Maps

Event Maps will be available via Sportity, road book and the Event's website, at www.adelaiderrally.com.au.

1.12 Prologue

No prologue is planned for the 2024 Shannons Adelaide Rally.

SS1 (on Friday) will feature a Virtual Chicane (VC) as further outlined in this document's appendices, such to acclimatise crews to such speed restrictions. SS1 shall be a short and low-average-speed stage.

SS1 – Beaumont is a shakedown stage, and stage times will not be reflected in the Results for **TSD, Competition or Challenge 130** crews. The prescribed penalty for exceeding the low average speed on SS1 will be 30 seconds.

As per the *Rally Standing Regulations – National Rally (Attachment A – Tarmac Rallies, clause 5.2)*, a minimum elapsed time for the first Special Stage (SS1) will be allocated as per the distributed schedule of target times. Target times will be communicated in a schedule pre-event.

1.13 Running of the Rally

- 1.13.1 Once the Event has started, all competing vehicles must be driven, and travel under their own operational power. This means the use of trailers to transport vehicles is not allowed between stages or closed road sections unless a breakdown or incident has occurred. In this instance, a trailer is permitted for transport of a vehicle outside of a stage, but crews must advise a Competitor Relations Officer (CRO) if either withdrawing from the Event or fixing the vehicle and re-joining at a later time.
- 1.13.2 The starting order and running order as per RSR-SSR will be published prior to the start of the Event. This will be in the following order: Main Tour, Spirit Tour, Competition, Challenge 130, TSD, Prima Tour. Vehicles in Competition, Challenge and TSD will be seeded from fastest to slowest.
- 1.13.3 Headlights must be illuminated on all closed road stages.
- 1.13.4 Oil spills on a stage need to be reported to the closest Time Control, with an indication of location (distance into stage, tulip number, position on road, etc). If there is an oil spill in Parc Ferme, advise an Official as soon as possible.

- 1.13.5 If a crew damages a motor resulting in an oil leak, they must immediately pull off the driving line, and stop, as soon as safe to do so. Caution triangles (in competitive categories) are then to be shown at the appropriate distance before the spillage. Crews are then to spread oil-absorbent material over the spillage. Crews are to do this in a safe manner, with one crew member warning the other of oncoming cars and displaying the 'OK' board.
- 1.13.6 Crews are not permitted to overtake or pass course cars within any Special Stage, except in the case of incident, where relevant triangles and 'OK' boards are displayed by the relevant Zero '0' car. Any case of such passing will be referred to the Stewards with a recommendation of a penalty at the discretion of the Clerk of the Course.
- 1.13.7 Crews that are reported to have engaged in unnecessary wheel-spin, speeding, dangerous driving, or behaving in a manner that damages the reputation of the event may be refused entry to future events at the discretion of the organisers. Crews that fail to negotiate the course successfully and are involved in accidents or incidents of which no reasonable reasoning can be attributed to road or course conditions may be refused entry to future events at the discretion of the organisers.
- 1.13.8 The Organisers reserve the right to downgrade any section of road or stage of the event, re-group the field, re-schedule any part of the course, or terminate the competition, or the entire event, at any time.

If competition is terminated, results will be finalised based upon times as recorded at the completion of the last stage immediately prior to termination.

Refunds will not be given in relation to downgrades or termination of the event.

Any alteration to the schedule or road book will be in writing. At no time will oral advice take precedence over written instructions.

- 1.13.9 The organisers reserve the right to introduce stage management systems, including the use of flag points. Such systems will be outlined at the Drivers Briefing.

1.14 Retirement & Re-joining

- 1.14.1 Crews who withdraw from the Event must submit a "Withdrawal from Competition" form to a Competitor Relations Officer (CRO). They are to complete the written advice indicating if they are withdrawing from the Event altogether or if they will be re-joining. This form can be found in the back of the Roadbook.

Any car unable to continue to follow the route for any reason will be able to re-join the Event at a subsequent Service Out or Regroup Out Control, provided that the following conditions are met:

- The crew advise a CRO of their intention to re-join the Event; and
- The vehicle is inspected by a Scrutineer who subsequently authorises the vehicle to re-join; and
- The vehicle re-joins prior to the passage of the 'Sweep' vehicle.

- 1.14.2 Where possible, restarting crews will be positioned on the road in the order in which they were placed at the start of the stage which they failed to finish.
- 1.14.3 For any stage missed, a crew may be given a derived time equal to the slowest time on the stage plus 2 minutes as long as the vehicle completes the leg (day) under its own power and passes over the final time control for the leg.
- 1.14.4 Crews may re-join at the final control providing that the vehicle is under its own power and that normal control procedures are followed.
- 1.14.5 Crews failing to start a leg and therefore miss stages on that day will not receive derived times or results for stages missed.
- 1.14.6 Closed Roads will be closed to crews when the Fast Sweep (Car 999) enters the stage. Any crew who arrives at a stage Time Control after the stage has 'closed' are to book into the Time Control if possible and then to drive the stage abiding by all applicable road regulations or, if this is not practicable, they must go directly to the next possible Time Control. Upon application, the crew may be given a derived time plus 30 seconds in the first instance. If the crew remain behind the 999 car the crew will be given a derived time plus two minutes for each stage missed, provided the crew traverse the course as per the road book. Crews are to record their own start and finish times as appropriate.

- 1.14.7 Multiple instances may be referred to the Stewards for consideration of other penalties.
- 1.14.8 Any crew who stops on a stage and is passed by the 999 car is deemed to have withdrawn from that stage unless rendering assistance to another vehicle. If they re-join the stage, they must drive the stage abiding by all applicable road regulations and may apply for a derived time equal to the slowest time on the stage plus 2 minutes.
- 1.14.9 Any crew who withdraws from a Leg and fails to notify a CRO, Sweep vehicle, or Control Official by 18:00 (6:00PM) of their intent to re-join will not be included in the Start Order for the following leg.

1.15 Results

- 1.15.1 Unofficial results at the end of each leg will be posted on the Official Notice Board.
- 1.15.2 Provisional results will be published at the end of the Event on the Official Notice Board.
- 1.15.3 The 'Provisional Results' will become 'Final' 30 minutes after posting, subject to no protests being received and having been approved by the Stewards.

1.16 Insurance and Damage

Although Motorsport Australia Licence holders are covered by Motorsport Australia personal accident insurance, all crew members are encouraged to have their own personal health insurance and be a current member of an appropriate ambulance service.

The Motorsport Australia certificate of insurance under the heading "Compensation" sub-heading "Non-Medicare Medical Expenses" reads: "Excludes services for which the insured is eligible to receive Medicare benefits. No benefit is payable in respect of the Medicare gap between the payment by Medicare and the charge incurred".

Crews involved in accidents resulting in property damage (including but not limited to: fences, other vehicles, property, infrastructure, communications and power lines) are advised that they will be required to pay up to the first \$10,000 of any claim to rectify such property damage. Crews agree to this excess by entering the event.

Crews also agree to pay for any damage they inflict on anything upon written demand from the organisers. Failure to pay will be reported to the Stewards and a penalty may be applied – up to disqualification or exclusion from this and future events. The organisers will pursue the Competitors for costs, including legal costs. Crews will also be liable to cover any expense incurred by the event because of a crew or vehicle leaving the nominated stage or track (including any costs incurred by the event for damage caused to any path, land, property, equipment, or infrastructure).

1.17 Emergency Procedures

Crews should refer to the page in the front of the Road Book that details the action that must be taken in the event of an accident or stopped vehicle on a stage. Failure to adhere to these requirements will be reported to the Stewards of the Meeting for consideration of disqualification, or other penalty.

In the instance where a vehicle has stopped on a competitive road section, a requirement of the competing crew is to prominently display 2 reflective triangles so that the following competing crews receive adequate warning of any danger ahead.

Accident advisory signs, SOS (Red) or OK (Green) must be displayed to all subsequent vehicles. The SOS and OK Board will be supplied by the Organisers.

In the event of an incident the crew involved must follow the incident protocol ensuring their reflective triangles are out and visible to oncoming crews as well as the SOS (Red) or OK (green) boards in a visible spot. It is also important that if a vehicle stops in a stage for any reason, the co-driver is required to select the relevant option on the RallySafe ensuring they are advising OK or SOS if required via the unit.

Crews should refer to RallySafe Training at <https://RallySafe.com.au/competitors-tm>.

Any Crew which has the red "SOS" sign displayed to them or sees a car which is stopped within a stage but is not displaying the green "OK" sign or red "SOS" sign shall immediately, and without exception, stop to render assistance if necessary.

If a Crew member requires assistance but is unable to display an SOS sign, they are to stand in a safe position and signal to a following vehicle using a crossed arms gesture.

All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any Crew which can, but fails to comply with this rule, will be reported to the stewards who may impose penalties. A derived time may be provided to those crews.

Recovery of Vehicles Stopped on Stage

Any vehicle stopped in a stage is a hazard for subsequent event traffic.

In the event of a vehicle stopped in a stage which cannot continue under its motive power, a recovery crew will be despatched by the Event to remove the vehicle to, at the discretion of the recovery crew, the end of the stage or to a location within the stage where it does not obstruct or present a hazard for subsequent event traffic.

Typically, this will require a tow strap to be attached to the stopped vehicle to drag it backwards and/or forwards depending on the circumstances. Pulling a stopped vehicle with a tow strap may cause damage to a vehicle or cause further damage to an already damaged vehicle. The Organisers (inclusive of any recovery crew or Event Official) take no responsibility for damage to any vehicle in the process of recovery.

If a vehicle cannot be towed, a flat-bed tow vehicle will be despatched to recover the vehicle and remove it to a safe location. It is the responsibility of the Competitor to thereafter relocate the vehicle at their cost. Winching the vehicle onto the tow vehicle or to a position where it can be loaded onto the tow vehicle and/or unloading the vehicle may result in damage to the vehicle or further damage to an already damaged vehicle.

All cars other than Tour Cars are required to be fitted with a clearly marked tow point or tow strap at the front and rear of the vehicle.

It is the responsibility of the Crew to organise all recovery efforts outside that provided by the Event (such as that of vehicle recovery via crane or winch). All costs associated with recovery will be the responsibility of the Competitor.

The recovery crew and the Organiser attract no liability for any damage sustained to a stopped vehicle in moving or attempting to move it to another location. The Competitor of the vehicle holds harmless the recovery crew and the Event from any liability for such damage and, if not the vehicle owner, indemnifies the recovery crew and the Event for any liability to the vehicle owner for such damage.

1.18 Alcohol, Drugs, and Other Substances

The holder of a Motorsport Australia Licence may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition has concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au.

1.19 Copyright

Video and Film

It is a condition of entry that any vision taken by crews from competing vehicles using in-car video or moving film cameras may only be used for private purposes.

Any commercial arrangements made by the Competitor and crew members for the sale of film, video footage or photographs of the Event, or the viewing of such in a public place, must be approved in writing by the Organisers. Competitors and crew members are advised to contact the Organisers prior to making commitments for any such commercial arrangement. Failure to observe this regulation may lead to legal action by the Organisers for a breach of copyright.

Further to this, any such vision shall be made available to the event Organisers on request, at no charge, who shall be able to use such video, film and moving images for any purpose whatsoever without any payment or encumbrance. The crew also notes that the organisers reserve the rights to the fitting of an in-car dashboard-mounted event sponsor decal for the duration of the Event.

On-board Camera

The organisers reserve the right to fit an in-car camera to any vehicles at their sole discretion.

Advertising and Promotion

Through entering the Event, all crews and crew members agree to the Organiser using their names, personal photographs, and photographs of their vehicles in any promotional material prepared and issued by the Organiser.

All advertising, sales promotion and publicity material produced by Competitors, crew members or their agents must refer prominently to the correct title of the Event where this is appropriate. The correct title is the 'Shannons Adelaide Rally'.

By entering the Event, all Competitors and crew members specifically agree to abide by this regulation. Where used, the official Event logo and associated words must be used and approval for such use provided by the Organisers. Artwork is available from the Organisers.

In-Car Footage

All Competition and Challenge crews are required to fit an in-car camera capable of recording footage which clearly shows the road through the windscreen, and both the driver's arms at all times. The Organisers reserve the right to request a copy of in-car footage captured by participants and use the footage for purposes related to the event.

1.20 Protests

Protests, if any, must be lodged in accordance with the NCR's. Protests relating to the due and proper compilation, assessment, or publication of results of a competition shall be lodged within 30 minutes of their being placed on the Official Notice Board. These protests must be lodged with a Competitor Relations Officer and any payments made if applicable.

1.21 Postponement, Abandonment or Cancellation

The organisers retain the right to downgrade any section of road or stage of the event, re-group the field in regard to running order or category, re-schedule any part of the course, or terminate the competition, or the entire event, at any time.

If competition is terminated, results will be finalised based upon times as recorded at the completion of the last stage immediately prior to termination.

Refunds will not be given in relation to downgrades or termination of the event.

Any alteration to the schedule or road book will be in writing. At no time will oral advice take precedence over written instructions.

1.22 Prizes, Trophies, & Awards

The Organisers may award prizes as per the table below:

Award Type & Position
1 st Competition (Modern) 2 nd Competition (Modern) 3 rd Competition (Modern)
1 st Competition (Classic) 2 nd Competition (Classic) 3 rd Competition (Classic)
1 st Challenge 130 (Modern) 2 nd Challenge 130 (Modern) 3 rd Challenge 130 (Modern)
1 st Challenge 130 (Classic) 2 nd Challenge 130 (Classic) 3 rd Challenge 130 (Classic)
1 st TSD 2 nd TSD 3 rd TSD
Shannons Adelaide Rally Tourist Trophy
1 st Team Award
1 st Heritage 2 nd Heritage 3 rd Heritage
1 st Under 2L 2 nd Under 2L 3 rd Under 2L
King of the Mountain

- 1.21.1 The Organisers reserve the right to:
- Combine classes of similar Technical Regulations and Capacity.
 - Add to the awards up to the start of the Event.
- 1.21.2 To be eligible for the Team award, competitors must nominate a team of three vehicles prior to the closing time scheduled in Section 1.1 of these Supplementary Regulations. November by emailing tim@adelaiderally.com.au. All three crews must be entered in the Competition category.
- 1.21.3 In any case of a tie, the prevailing crew will be the crew with the highest number of stage wins. Should both crews have an equal number of stage wins, both crews will place as equal 1st.
- 1.21.4 The 'Under 2L' award will be awarded taking into account the turbocharger/supercharger and rotary engine capacity multiplication factors.

Heritage Trophy

The Heritage Trophy is reserved for pre-1986 model vehicles in Competition Outright category.

The winning crew of the Heritage Trophy will be determined by taking actual stage times for each vehicle, and applying a time penalty to each recorded stage time.

The penalty time is determined by firstly determining a factor for each competing vehicle, then adding an extra capacity penalty and then multiplying it by the competitive distance of each stage.

The penalty factor is determined by dividing the calculated engine capacity measured in cubic centimetres (CC's) in the competing vehicle by the weight in kilograms of STANDARD, unmodified version of the vehicle type, model, and variant.

Then, if the vehicle has a capacity exceeding 2000cc (2 litres), an additional figure is added to the penalty factor; that being the engine capacity in CC's divided by 1500.

Noting that the multiplication factor for rotary and turbocharged engines applies (swept volume multiplied by a factor of 1.7 for turbo-charged or super-charged vehicles; or multiplied by a factor of 1.8 for rotary engines).

For example, a Ford XY GT Falcon would have a penalty factor of 3.78 ($5763 / 1524$), plus a capacity penalty of 3.84, for a total penalty factor of 7.62 ($3.78 + 3.84$).

A Hillman Imp would have a penalty factor of 1.37 ($998 / 725$), and does not have any additional capacity penalty applied.

The total penalty factor is multiplied by the competitive distance of each stage (in kilometres) to determine the penalty time to be added to the recorded stage time.

Using the examples above, when applied to a 5.2km stage, the Ford XY GT Falcon would have a 39.6 second penalty applied.

The Hillman Imp, when applied to a 5.2km stage, would have a 7.12 second penalty applied, thus creating an advantage for the Imp over the Falcon.

SECTION 2 – REQUIREMENTS FOR COMPETITION CATEGORY**2.1 Overview**

- 2.1.1 The Competition category will be limited to a maximum terminal speed of 200km/h. RallySafe will be the point of reference for all matters pertaining to speed and related offences.
- 2.1.2 Crews in the Competition section will be released at 30 second intervals.
- 2.1.3 Crews in the Competition section are permitted to overtake when safe to do so, only if the vehicle being overtaken indicates that it is moving over to allow for overtaking. Crews that fail to facilitate the safe overtaking by a quicker vehicle for a time period that significantly affects the overtaking car's time by more than 5 seconds, may be subject to penalties applied by the Stewards. In any such case, the overtaking car may apply for a derived time, subject to the supply of video evidence, and at the discretion of the Clerk of the Course.

2.2 Competitor / Crew Eligibility

All competitors (drivers, co-drivers, and navigators) in the Competition Category will require licencing as per Motorsport Australia Rally Standing Regulations

- 2.2.1 Crews will not be permitted to start the Event without prior satisfactory completion of Experience and Training as per the Rally Standing Regulations
- 2.2.2 Each crew member must be able to extricate the vehicle in a period of time which satisfies the Clerk of the Course. This extrication must be from a seated and belted position, through any door. This timeframe must be less than 10 seconds. This test may be undertaken at Scrutineering or at an approved time by agreement with the organisers.
- 2.2.3 Crews will require apparel compliant with the Motorsport Australia Manual Technical Appendix – Schedule D – Apparel, including frontal head restraints, race boots, gloves, suit, balaclava, and helmet specified in Schedule D for a national level event. Failure to wear the appropriate apparel while traversing a stage will result in a recommendation to the Stewards of a penalty, up to disqualification.

2.3 Vehicle Eligibility

- 2.3.1 Competition Category vehicles must comply with the requirements outlined in the 'Vehicle Eligibility for Competition & Challenge Categories' Appendix of these Supplementary Regulations.
- a) Vehicles complying with the above must also comply with an on-event power to weight ratio of more than 4.2kg per horsepower OR a 0-100 time of greater than 3.6 seconds.
- 2.3.2 Vehicles which are not categorised within Section 2.3.1 and Section 2.3.1(a) and have a power-to-weight ratio of less than 4.2kg per horse-power, AND have a 0-100km/h time of less than 3.6 seconds may only apply if the vehicle gains written approval from Motorsport Australia for that vehicle which may include special modifications prescribed for the vehicle to make it comply with Section 2.3.1(a) including fitment of ballast and power restrictors.
- It should be noted that proof of vehicle modifications including weight, restrictor fitment, power level, etc. may be required prior to taking part in the event and the organisers reserve the right to inspect and impound vehicles to check vehicle modifications and condition at any point during or within 3 hours post event. All costs and expenses related to vehicle impounds and inspections will be borne by the Competitor. Those found in breach of the regulations attached to their specific vehicle will be disqualified from the event and referred to the Stewards for further penalties. The final eligibility of these vehicles will, at all times, be subject to the approval of the Tarmac Rally Vehicle Eligibility Committee.
- 2.3.3 Crews are required to carry in the vehicle 1kg of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil-absorbent material.
- 2.3.4 The vehicle must be fitted with a tow point, indicated by the relevant sticker/decals, as approved by Motorsport Australia.
- 2.3.5 It is highly recommended that vehicles are fitted with an FIA Impact Data Recorder.
- 2.3.6 Each vehicle entered must be fitted with a forward-facing on-board camera. The Competitor is responsible for ensuring that this camera is recording on each competitive stage, and that no recording is deleted. Any such recording must be made available to the Clerk of the Course or Stewards upon demand.
- 2.3.7 Open-roof vehicles, 'Targa' style vehicles, and convertibles are prohibited.

- 2.3.8 All Competition Category Cars must be fitted with a Type 3 roll cage, as per the Tarmac Rally Technical Regulations https://motorsport.org.au/docs/default-source/manual/rally/2024/tarmac-rally-technical-regulations---2024---1.pdf?sfvrsn=9df0549_6
- 2.3.9 Door and side protection foam is highly recommended but not compulsory for each of the Driver and co-Driver/Navigator's door, compliant with FIA Appendix I – Installation Guidelines for Rally Door Foam (https://motorsport.org.au/docs/default-source/manual/rally/rr23-asninformationnote-rallydoorfoam.pdf?sfvrsn=f8a8932c_9).
- 2.3.10 Vehicles must be fitted with a seat for each crew member that is compliant with the Tarmac Rally Technical Regulations https://motorsport.org.au/docs/default-source/manual/rally/2024/tarmac-rally-technical-regulations---2024---1.pdf?sfvrsn=9df0549_6
- 2.3.11 There must be 50mm clearance between the top of a crewmember's helmet, and a line drawn between the highest point of the main hoop and the highest point of the front roll bar, or less than 50mm from any roof bar lateral member but ignoring the thickness of foam padding.
- 2.3.12 A plumbed-in fire suppression system must be fitted in addition to the required hand-held extinguishers (see 2.3.15).
- 2.3.13 Anti-lock braking systems (ABS) may be fitted to any vehicle.
- 2.3.14 A First Aid Kit which complies with Motorsport Australia's National Rally Standing Regulations – Vehicles General must be carried within the vehicle.
- 2.3.15 Fire extinguishers totalling a combined weight of 2kg, and compliant with AS1841.5 (ABE Powder) must be carried and securely mounted within the vehicle. Also note requirements for a 'fire bomb' (see 2.3.12).
- 2.3.16 Reflective Hazard Triangles complying with Motorsport Australia's National Rally Standing Regulations – Vehicles General must be carried.
- 2.3.17 Each vehicle must carry two (2) devices which are designed for the cutting of safety harness. These must be within reach of each participant when seated and belted in.
- 2.3.18 Each vehicle must carry two (2) devices capable of fracturing a window such that it can be separated from the vehicle in the event of an incident. Belt cutters fitted with window breaking devices will be accepted.
- 2.3.19 Any vehicle registered in Queensland under the 'Transport Operations (Road Use Management – Vehicle Registration) Regulations 1999' require a Compulsory Third-Party Insurance (CTPI) extension which is valid for this event.

2.3.20 If, at time of scrutiny, the vehicle does not conform to the relevant eligibility requirements, one of the following shall occur:

- The vehicle is altered to conform; or
- The vehicle is to be reclassified; or
- A minor ineligibility notice is issued, in accordance with the NCR's; or
- The vehicle shall be prevented from starting the event.

If a vehicle fails the initial scrutiny due to eligibility problems, it shall be re-presented at a time notified by the Chief Scrutineer, as applicable, albeit not later than shown in the Event Programme. If, at any required Post-Event Scrutiny, the vehicle does not conform to the relevant eligibility regulations, the matter will be referred to the Stewards of the Meeting. If a non-compliance case is proven, a penalty of disqualification will apply, in addition to any other penalty deemed appropriate by the Stewards.

2.3.21 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 crew by way of homologation papers, parts manuals, workshop manuals and/or other documents deemed acceptable by the Clerk of the Course or Stewards.

2.3.22 All vehicles shall be registered for use on public roads. Temporary Road Permits from other states are not valid in South Australia. South Australian Unregistered Vehicle Permits will be accepted, but the onus is on the crew to ensure all statutory requirements relating to the use of the Concessional/Conditional Registration or Temporary Road Permit have been met. The onus shall be on the Vehicle Owner to ensure the vehicle compliance.

2.3.23 The Organisers reserve the right not to accept a vehicle and/or vehicle/driver combination. Acceptance of a specific vehicle or driver in a previous event year or another similar event shall not mean that the vehicle will be automatically accepted for this event.

2.3.24 Vehicles may be grouped into classes of similar technical regulations, or engine capacities.

2.3.25 Vehicle battery locations are to be indicated on the outside of vehicle, in a position as close to the internal battery location as possible. The locations marker shall be a blue triangle measuring 150mm along each side.

2.3.26 Where any video or other type of camera is carried in a vehicle during stages where the camera is a small separate unit (e.g. "GoPro" or "Lipstick" style), it need not be fitted inside a cradle, but the camera shall be mounted securely in a location that does not interfere with head or body protection in the possible event of rollover.

Suction Cup mountings used externally must have an additional tether fitted. Suction cups used internally must be fitted according to RSR-VG Section 5.5.

Cameras mounted on external body work must remain within 100mm of the profile and surface of the vehicle when viewed from the front or behind.

2.3.27 Additional technical freedoms are granted in relation to the following:

- a) Intercooler and its location are free.
- b) Intake manifold and throttle body is free.
- c) Where door foam is being fitted to meet the requirements outlined at Section 2.3.9 of these Supplementary Regulations, door cards may be replaced with carbon, aluminium, Kevlar, or fibreglass units of a shape and size closely resembling that of the original size and shape.

2.4 Wheels & Tyres

- 2.4.1 A maximum of twelve (12) tyres are permitted for use during the Event. It is highly recommended that at least four of these tyres feature rain grooves for use in wet weather.

It is prohibited for a competing vehicle to use or carry unmarked tyres at any time and any breach will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as disqualification from the Event.

The marking of tyres is mandatory and will be carried out prior to the start of the event at Parc Fermé.

Scrutineers shall be the point of reference for all matters relating to wheels and tyres. A maximum of 4 tyres will be marked as original and a maximum of 8 tyres will be marked as spares. Any additional tyres may be marked at Service Parks. A one (1) minute penalty will apply for each additional tyre above the maximum that is marked and used.

Tyres must comply with Section 6.2 of the Rally/Road Appendix – Tarmac Rally Technical Regulations, including the minimum tyre aspect ratio of 40%. Tyres marked 'not for highway use' or 'for racing use only' are not permitted.

2.5 Crew Briefings

- 2.5.1 An online briefing and a physical briefing must be attended by all Crews. The briefings are mandatory for both crew members, who shall sign (or sign-on to) the briefing attendance register prior to the commencement of the briefing and be present for its entirety.

All crews are required to complete the online drivers briefing. Failure to action these items voids participation in the event.

A fine of \$110 per crew member may be levied at the discretion of the Stewards of the Meeting 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 and place prescribed by the Clerk of the Course.

A Training and Information afternoon will be actioned for Crews. It will be mandatory to attend the Training Afternoon or to watch a video of the session and complete a declaration stating that the Training video has been viewed. It is highly recommended that Navigators also attend this free Training and Information session which will be held at a time to be advised.

2.6 Reconnaissance

- 2.6.1 Reconnaissance is mandatory for all crews, who must sign a statement in relation to the completion of at least one pass of reconnaissance of the course. Reconnaissance may also be monitored by use of a prescribed phone app, at the discretion of the Organisers.

- 2.6.2 Reconnaissance of the course will be permitted from the date of issue of the Reconnaissance Notes (or Roadbook) and will be based on designated markings on the road delineating each stage. In the interest of community relations, reconnaissance should be kept to a maximum of 2 passes per stage per day.

- 2.6.3 The use of any entered vehicle for reconnaissance is forbidden where the vehicle is branded with any event branding, stickers, or signage supplied by the Event or Organisers including signage provided in previous years.

- 2.6.4 Reconnaissance must be conducted within the designated speed limits and respecting all other traffic laws. Crews are 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).

During 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.

Every "caution" which appears in the Road Book has been endorsed by, or included, on the recommendation of the Motorsport Australia Competition Checker and the Event Checker. The identified hazard may be a feature of the road (e.g., a bump or crest, change in camber, or narrowing of the road), or it may be an obstacle on the outside of a bend or a warning to crews that an unsighted hazard follows the caution (e.g., a bend). In all cases it is for the crew to make their own assessment of hazards on the course, whether they are denoted as a "caution" or not.

2.7 Documentation & Scrutiny

- 2.7.1 Crews are required to present the following items by way of upload through the Shannons Adelaide Rally event entry system:
- Self-Scrutiny Declaration and Checklist.
 - Motorsport Australia Disclaimer.
 - Medical Disclosure and Declaration.
 - Vehicle Identity Form for Competition Vehicles.
 - MEC Disclaimer.
 - MA Logbook
- 2.7.2 Road books, service instructions, door panel and other event stickers and items, to be known as the “Rally Box”, must be collected within the notified collection timeframe, unless otherwise negotiated with Event Organisers.
- 2.7.3 Event Scrutineering documents will be submitted online utilising the Adelaide Rally Motorsport Entry system. All Competition and Challenge Category vehicles are also required to attend Pre-Start Scrutiny at a time and location outlined in the Event Programme, or as further advised. Random scrutiny may be carried out during the Event by the Chief Scrutineer or their delegates.
- 2.7.4 Interstate Vehicle Scrutineering will take place on Thursday immediately preceding the Event for interstate and regional crews. Times & locations will be further advised.
- 2.7.5 Following the podium finish, those vehicles selected for Post-Event Scrutiny, plus any others nominated by the Stewards of the Meeting or Clerk of the Course, will proceed to a Post-Event Scrutiny location.
- 2.7.6 The remaining vehicles may leave the finish 30 minutes after the last car in their category reaches the final control.
- 2.7.7 Crews are advised that any in-car video or moving film cameras must be installed in the vehicle prior to scrutineering so that the camera and its mounting can be inspected.
- 2.7.8 All competitors must make provision in their competition vehicle for the RallySafe tracking system. Installation instructions will be available on www.RallySafe.com.au.
- All vehicles must have a RallySafe wiring loom, antenna, and mounting kit. These items can be purchased directly from the RallySafe website at www.RallySafe.com.au.
- The correct functioning and installation of the equipment will be checked prior to departing the Ceremonial Start.
- Should a crew retire, they must return the tracking unit to the RallySafe officials in the Service Park as soon as possible. The tracking units will be removed from the participating cars at the final Parc Fermé. Crews are required to assist with this process. Please advise a CRO as soon as possible if there are any reasons this is deemed not possible to assist with an alternative arrangement.
- 2.7.9 Vehicles that have experienced any suspension, wheel or steering damage or come into contact with roadside obstacles including kerbs and rocks must re-present at scrutineering before the recommencement of competition the following day.
- Vehicles presented for physical scrutiny following an impact or incident will be conducted by the Chief Scrutineer or their delegate. The Event may appoint an independent Subject Matter Expert to support the Chief Scrutineer or delegate.
- 2.7.10 Both Crew must be present at Scrutineering and must take part in a mock vehicle exit whilst wearing Helmet and FHR. Each Crew member will be timed on exiting the competition vehicle from a fully harnessed-in position. It is highly recommended that the Crew practice vehicle exits pre-event, including exits with nil vision. Crews that cannot exit the competition vehicle without assistance within 10 seconds will be referred to the Clerk of the Course for further review.

2.8 Controls & Parc Ferme

- 2.8.1 The Official Rally Time will be displayed on the competitor's RallySafe Unit.
- 2.8.2 Early or late arrival at a Time Control will not involve a time penalty.
- 2.8.3 Crews who arrive early at a Time Control may be held by the Control Official to start in the order of the published Start List for that Leg.
- 2.8.4 Crews will be "booked in" when they drive past the Yellow Clock Board into the Control Area. Co-Drivers are NOT required to walk into the Control area. Both Driver and Co-Driver must be in the car with helmets on, driving suits done up, belts on and ready to rally as per article 2.2.3.
- 2.8.5 On moving to the Start Control the Timekeeper will allocate you a Start Time and your attention should then be directed to the fitted RallySafe device.
- 2.8.6 Special Stage Starts: The RallySafe Unit will give crews a countdown to their start time for that stage. The RallySafe Unit will record if there was a jump start. The breaking of the beam prior to the start signal shall also be deemed to be a jump start.

Should the electronic starting system fail, the start will be given manually by the officials.

2.9 Penalties & Scoring

- 2.9.1 Participants exceeding the prescribed speed limit on special stages will be referred to the Clerk of the Course, who will enforce a discretionary penalty, up to disqualification from the event. Generally:

- Up to 10km/h over the limit – 5 second penalty
- Over 10km/h above the speed limit – 15 second penalty
- Over 25km/h above the speed limit – 30 second penalty
- Over 35km/h above the speed limit – Disqualification

None of the above shall preclude the Organisers from placing a charge before the Stewards if the circumstances warrant this action. Fines may also be issued concurrent to the above schedule of penalties, at the discretion of the Clerk of the Course.

- 2.9.2 Crews may be allocated a derived time if they are required to stop and render assistance, at the discretion of the Clerk of the Course.

Crews are advised that if they are required to stop and assist at an accident, a derived time will be calculated and applied in response to losing time for having to stop. Such claims can be made to a CRO no later than one hour after booking into the End-of-Leg control. It is the crew's responsibility to provide full details of the accident (time arrived, time departed, car numbers of vehicle/s involved, other vehicles stopped at the scene, etc.).

Derived times will be awarded by the Clerk of the Course to a crew which has been prevented by the Event Organiser and/or an incident, as outlined below, from contesting or completing a stage under its own motive power:

- In the instance of a vehicle having to stop at an incident or being required to stop within a stage by an Official, a derived time will be allocated based on the crew's average finishing position within the overall field on the previous three (3) stages, or as other determined by the Clerk of the Course.
- In the instance of a vehicle that has had to slow or stop consecutive stages for any of the reasons noted above, the last three (3) completed stages without stopping at an incident will be for the purpose of calculating derived times on all subsequent stages where the vehicle stopped.

Crews will not be allocated a derived time if they are slowed or slightly delayed by another crew.

- 2.9.3 All vehicles will be fitted with a RallySafe tracking and timing unit. This system actively monitors the speed and location of the vehicle and displays an alarm if limits have been exceeded. Data obtained from RallySafe will be used to monitor terminal and average speeds.

Whilst the hire of the RallySafe unit is included in the entry fee, each vehicle will require a power cable, aerial, and mounting kit to be installed prior to starting the Event. These items can be purchased directly on the RallySafe website; www.RallySafe.com.au. The power cable must be connected to a permanently live power source. The installation of this device will be checked at scrutiny. Any misuse of RallySafe equipment will result in the crew being reported to the Stewards, who may impose penalties up to disqualification.

- 2.9.4 Results will be determined by the application of time taken on competitive stages, plus any penalties, if any, for each competing crew. Total time for all crews will be expressed in hours, minutes, and seconds (hh:mm:ss, or h:mm:ss).

SECTION 3 – REQUIREMENTS FOR CHALLENGE 130 CATEGORY**3.1 Overview**

- 3.1.1 The Challenge 130 category will be limited to a maximum terminal speed of 130km/h. RallySafe will be the point of reference for all matters pertaining to speed and related offences.
- 3.1.2 Crews in the Challenge 130 category will be released at 30 second intervals.
- 3.1.3 Crews in the Challenge 130 category are permitted to overtake when safe to do so, only if the vehicle being overtaken indicates that it is moving over to allow for overtaking. Crews that fail to facilitate the safe overtaking by a quicker vehicle may be subject to penalties applied by the Stewards. In any such case, the overtaking car may apply for a derived time, subject to the supply of video, and at the discretion of the Clerk of the Course.

3.2 Competitor Eligibility

- 3.2.1 All competitors (drivers, co-drivers, and navigators) in the Challenge 130 Category will require a Motorsport Australia National Rally Licence
- 3.2.2 Crews will not be permitted to start the Event without prior satisfactory completion the training detailed within the Motorsport Australia Rally Standing Regulations noting that this area may be subject to change and Competitors are encouraged to review the latest version of the Motorsport Australia Rally Standing Regulations or contact Organisers. https://motorsport.org.au/docs/default-source/manual/rally/2024/2024-rally-appendix---rally-standing-regulations---national-rally---v1.pdf?sfvrsn=19b8735f_5
- 3.2.3 Crews will require apparel compliant with the Motorsport Australia Manual Technical Appendix – Schedule D – Apparel, including frontal head restraints, race boots, gloves, suit, balaclava, and helmet specified in Schedule D for a national level event. Failure to wear the appropriate apparel while traversing a stage will result in a recommendation to the Stewards of a penalty, up to disqualification.
- 3.2.4 Each crew member must be able to extricate the vehicle in a period of time which satisfies the Clerk of the Course. This extrication must be from a seated and belted position, through any door. This timeframe must be less than 10 seconds. This test may be undertaken at Scrutineering or at an approved time by agreement with the organisers.

3.3 Vehicle Eligibility

- 3.3.1 Challenge 130 category vehicles must comply with the schedule of vehicle compliance at Appendix D, except for the following freedoms:
- No restrictors are required to be fitted to turbochargers.
 - Gearboxes are free
 - Induction system is free
 - Vehicles entered in the Challenge Category require a Type 3 roll cage, which features, as a minimum, the members shown in Drawing J-10 and at least one of J-5, J-6, J7 or J8 of Motorsport Australia Manual; Technical Appendix - Schedule J.
 - Windscreen Reinforcement bars are highly recommended but not required.
- 3.3.2 Vehicles entered in the Challenge category are exempt from Section 2.3.9 of these Supplementary Regulations. Door foam is not required for Challenge 130 Category though it is highly recommended.
- 3.3.3 Challenge 130 category cars do not require a plumbed in fire extinguisher system although it is highly recommended.
- 3.3.4 The fitment of winged seats is compulsory. Fitting of seats upon mounts compliant with FIA 8862-2009 or FIA 8855-2021 is highly recommended.

3.4 Wheels & Tyres

- 3.4.1 Tyres shall not be used that are expressly designed for use on motor racing circuits and carry a label “for competition use only”. Wheel width and size is free as are the number of tyres used. Competitors should consider having tyres with rain grooves available for fitment in wet weather.

3.5 Crew Briefings

- 3.5.1 Challenge 130 crews are required to undertake a briefing in compliance with Section 2.5 of these Supplementary Regulations.

3.6 Reconnaissance

3.6.1 Challenge 130 crews are required to undertake reconnaissance of the course in compliance with Section 2.6 of these Supplementary Regulations.

3.7 Documentation & Scrutiny

3.7.1 Challenge 130 crews are required to undertake documentation and scrutiny processes as outlined in Section 2.7 of these Supplementary Regulations.

3.8 Controls & Parc Ferme

3.8.1 Challenge 130 crews must enter and transit Time Controls and Parc Ferme as outlined in Section 2.8 of these Supplementary Regulations.

3.9 Penalties & Scoring

3.9.1 Participants in the Challenge 130 category will be bound by Section 2.9 of these Supplementary Regulations.

SECTION 4 – REQUIREMENTS FOR SPIRIT TOUR**4.1 Overview**

- 4.1.1 The Spirit Tour category will be limited to a maximum terminal speed of 120km/h. RallySafe will be the point of reference for all matters pertaining to speed and related offences. Participants exceeding 120km/h will be referred to the Clerk of the Course for a discretionary penalty up to disqualification. Financial penalties may also apply.
- 4.1.2 Crews in the Spirit Tour section will be released at a 30 second interval.
- 4.1.3 No over-taking is permitted by participants in the Spirit Tour unless a vehicle has slowed due to a mechanical issue and indicates appropriately.
- 4.1.4 Participants in the Spirit Tour who are deemed to be driving in a dangerous manner, or found to be measuring or comparing times, or otherwise not participating in the spirit of the category shall be removed from the Spirit Tour, and placed in the Main Tour, or excluded, at the discretion of the Clerk of the Course.

4.2 Competitor Eligibility

- 4.2.1 The minimum requirement for Driver & Co-Driver is a Motorsport Australia Speed (Level 2S) licence.
- 4.2.2 All drivers, co-drivers, and navigators must be financial members of a Motorsport Australia affiliated car club.
- 4.2.3 Non-flammable apparel from neck-to-wrist-to-ankle must be worn at all times.
- 4.2.4 The minimum standard for safety helmets is a Level B helmet, as outlined in Motorsport Australia Schedule D – Apparel. Crews are required to wear a helmet at all times while on a closed road section.
- 4.2.5 All apparel must be presented at pre-start scrutiny. Failure to wear appropriate apparel when participating in a closed road section will result in a recommendation to the Stewards of a penalty up to disqualification.
- 4.2.6 Approved gloves, driving boots, and driving suits are highly recommended, but not required.

4.3 Vehicle Eligibility

- 4.3.1 Eligible Vehicles must be closed roof vehicles. Convertible Vehicles are not permitted. Pre-1986 Vehicles must have a Type 2 (Half roll cage) fitted to the vehicle as per Schedule J. Targa Roof vehicles are not permitted in the Spirit Tour unless they have factory fitted roll over protection or Type 2 Roll Cage protection and a removable or retractable hard roof section in place and satisfy the Chief Scrutineer.
- 4.3.2 Vehicles entered in the Spirit Tour must have fitted, at a minimum, a lap/sash type seatbelt complying with the requirements of AS2596 or another standard as listed in Schedule I of the Motorsport Australia Manual of Motorsport. Seat belts, which are properly adjusted, must always be worn while the vehicle is in motion.
- 4.3.3 A weatherproof first aid kit must be carried in the vehicle. This first aid kit must meet the requirements outlined in Motorsport Australia's National Rally Standing Regulations – Vehicles General.
- 4.3.4 One (1) hand-held fire extinguisher must be carried in the vehicle. This extinguisher must comply with AS1841 and must be affixed inside the vehicle's driver compartment. The extinguisher must be foam or dry powder. The minimum capacity of the extinguisher must be no less than 1kg.
- 4.3.5 Two (2) reflective hazard triangles must be carried within the vehicle.
- 4.3.6 A RallySafe Fitting Kit must be fitted to the vehicle.

4.4 Crew Briefings

4.4.1 Spirit Tour participants are required to undertake briefing in compliance with Section 2.5 of these Supplementary Regulations.

4.5 Reconnaissance

4.5.1 It is highly recommended that Spirit Tour participants complete reconnaissance of the course.

4.6 Documentation & Scrutiny

4.6.1 Spirit Tour participants are required to undertake documentation and scrutiny processes as outlined in Section 2.7 of these Supplementary Regulations.

4.7 Controls & Parc Ferme

4.7.1 Spirit Tour Participants must enter and transit Time Controls and Parc Ferme as outlined in Section 2.8 of these Supplementary Regulations.

4.8 Penalties

4.8.1 1st Offence: Crews reported exceeding the category limits stated above for more than 10 seconds OR 15kph over the category limit momentarily will receive a formal verbal warning to the crew. Repeated offenders exceeding their category limit for more than 10 seconds or exceeding the category limit by 15kph may be excluded from stages or the event at the discretion of the Clerk of the Course.

2nd Offence: up to 15 kph above the speed limit - \$100

: over 15 kph above the speed limit - \$200

3rd Offence: up to 25 kph above the speed limit - \$300

: over 25 kph above the speed limit - \$400

4th Offence or exceed speed limit by over 40kph on any one occasion: Disqualification.

None of the above shall preclude the Organisers placing a charge before the Stewards if the circumstances warrant this action.

NOTE: fines must be paid prior to the commencement of competition on the day following the issue of the Fine Notice and, in default, the Competitor will not be permitted to re-start.

SECTION 5 – REQUIREMENTS FOR TIME-SPEED-DISTANCE (TSD)**5.1 Overview**

- 5.1.1 A minimum field of five (5) cars will be required to a competition in the TSD category. This competition will be run under the Rally Standing Regulations – National Rally – Attachment A – Tarmac Rallies.
- 5.1.2 The TSD category will be limited to a maximum terminal speed of 120km/h. RallySafe will be the point of reference for all matters pertaining to speed and related offences. Participants exceeding 120km/h will be referred to the Clerk of the Course for a discretionary penalty up to disqualification. Financial penalties may also apply as per Section 4.8.
- 5.1.3 Crews in the TSD category will be released at a 30 second interval.
- 5.1.4 Crews in the TSD section are permitted to overtake when safe to do so, only if the vehicle being overtaken indicates that it is moving over to allow for overtaking. Crews that fail to facilitate the safe overtaking by a quicker vehicle may be subject to penalties applied by the Stewards. In any such case, the overtaking car may apply for a derived time, subject to the supply of video, and at the discretion of the Clerk of the Course.
- 5.1.5 SS1 – Beaumont is a shakedown stage only, to be used for familiarisation with vehicles, timing methodology, and time-speed-distance practices. SS1 – Beaumont will be excluded from the results.

5.2 Competitor Eligibility

- 5.2.1 The minimum requirement for Driver & Co-Driver is a Motorsport Australia Speed (Level 2S) licence.
- 5.2.2 All drivers, co-drivers, and navigators must be financial members of a Motorsport Australia affiliated car club.
- 5.2.3 Non-flammable apparel from neck-to-wrist-to-ankle must be worn at all times.
- 5.2.4 The minimum standard for safety helmets is a Level B helmet, as outlined in Motorsport Australia Schedule D – Apparel. Crews are required to wear a helmet at all times while on a closed road section.
- 5.2.5 All apparel must be presented at pre-start scrutiny. Failure to wear appropriate apparel when participating in a closed road section will result in a recommendation to the Stewards of a penalty up to disqualification.
- 5.2.6 Approved gloves, driving boots, and driving suits are highly recommended, but not required.

5.3 Vehicle Eligibility

- 5.3.1 Eligible Vehicles must be closed roof vehicles. Convertible Vehicles are not permitted. Pre-1986 Vehicles must have a Type 2 (Half roll cage) fitted to the vehicle as per Schedule J. Targa Roof vehicles are not permitted in the TSD category unless they have factory fitted roll over protection or Type 2 Roll Cage protection and a removable or retractable hard roof section in place and satisfy the Chief Scrutineer.
- 5.3.2 Vehicles entered in the TSD category must have fitted, at a minimum, a lap/sash type seatbelt complying with the requirements of AS2596, or another standard as listed in Schedule I of the Motorsport Australia Manual of Motorsport. Seat belts, which are properly adjusted, must always be worn while the vehicle is in motion.
- 5.3.3 Vehicles must be road-registered or have a suitable state government issued unregistered vehicle permit.
- 5.3.4 A weatherproof first aid kit must be carried in the vehicle. This first aid kit must meet the requirements outlined in Motorsport Australia's National Rally Standing Regulations – Vehicles General.
- 5.3.5 One (1) hand-held fire extinguisher must be carried in the vehicle. This extinguisher must comply with AS1841 and must be affixed inside the vehicle's driver compartment. The extinguisher must be foam or dry powder. The minimum capacity of the extinguisher must be no less than 1kg.
- 5.3.6 Two (2) reflective hazard triangles must be always carried within the vehicle.
- 5.3.7 A RallySafe Fitting Kit must be fitted to the vehicle.

5.3.8 Tyres shall not be used that are expressly designed for use on motor racing circuits and carry a label "For competition use only". Wheel width and size is free as are the number of tyres used. Competitors should consider having tyres with rain grooves available for fitment in wet weather.

5.3.9 Crews are reminded that the fitment or carrying of any laptop PC, tablet PC and/or any smart technology device that can calculate the relevant position of the vehicle on the stage is prohibited, as per the NRSR-NR. A mobile telephone may be carried in the vehicle provided it is secured in such a way as to not be visible or usable by the Crew on a Special Stage, save for when required for emergency purposes. Any such breach will be reported to the Stewards, with a penalty recommended by the Clerk of the Course.

5.4 Crew Briefings

5.4.1 TSD Category participants are required to undertake briefing in compliance with Section 2.5 of these Supplementary Regulations.

5.5 Reconnaissance

5.5.1 TSD Category participants are required to undertake reconnaissance of the course in compliance with Section 2.6 of these Supplementary Regulations.

5.6 Documentation & Scrutiny

5.6.1 TSD Category participants are required to undertake documentation and scrutiny processes as outlined in Section 2.7 of these Supplementary Regulations.

5.7 Controls & Parc Ferme

5.7.1 TSD Category participants must enter and transit Time Controls and Parc Ferme as outlined in Section 2.8 of these Supplementary Regulations.

5.8 Penalties

5.8.1 Competitors in TSD are required to comply with Speed Restrictions as per the relevant Appendix of these Supplementary Regulations.

5.8.2 Penalties will be accrued in points, issued for completing a stage in a time greater or less than the Target Time, as declared by the Clerk of the Course. These penalties will be as follows:

- a) A crew will be penalised one (1) point per second late of target time.
- b) A crew will be penalised five (5) points per second early of target time.

5.8.3 Competitors must maintain a minimum speed of 20km/h on all competitive sections, and must not exceed a maximum speed of 120km/h on any section. The following penalties will apply for breaches of these limits:

- a) Exceeding the allowed maximum speed will incur a penalty of one (1) point per second.
- b) Exceeding 130km/h will incur a penalty of one hundred (100) points per offence.
- c) Travelling at below the allowed minimum speed will incur a penalty of five (5) points per 1km/h per second (or part thereof).
- d) Crews may be disqualified for any breach of these minimum or maximum speed requirements, at the discretion of the Clerk of the Course in conjunction with the Stewards.

5.8.4 Special stages missed by TSD crews will accrue a penalty equivalent to the highest-penalty scoring vehicle of that specific stage, plus ten (10) points.

SECTION 6 – REQUIREMENTS FOR MAIN TOUR AND PRIMA TOUR**6.1 Overview**

- 6.1.1 The Main and Prima Tour categories will be limited to a maximum terminal speed of 100km/h. RallySafe or an alternative speed monitoring device used by the organisers will be the point of reference for all matters pertaining to speed and related offences. Participants exceeding 100km/h will be subject to penalties as per 6.8.2
- 6.1.2 Crews in the Main and Prima Tour sections will be released at a four (4) second interval. Tour Packets will be limited to fifteen (15) vehicles.
- 6.1.3 No over-taking is permitted by participants in the Main Tour or Prima Tour unless the participant encounters a vehicle with a mechanical issue that indicates it is safe to pass.
- 6.1.4 Participants who are deemed to be driving in a dangerous manner, or found to be measuring or comparing times, or otherwise not participating in the spirit of the category shall be removed or excluded, at the discretion of the Clerk of the Course.
- 6.1.5 The Clerk of the Course may refer to the Stewards for implementation of penalties relating to speed or compliance with these Supplementary Regulations. Any such penalties (including financial) will be issued in accordance with the National Competition Rules.
- 6.1.6 All vehicles will be required to be fitted with a device capable of tracking location and speed whilst traversing the published route as per the roadbook. This may be delivered through a phone app, or other nominated device. Competitors acknowledge that there may be an additional cost attached to the download of a speed monitoring app or data transfer when using the app which must be borne by the Competitors. Information relating to the approved app will be communicated pre-event.
- 6.1.7 The Clerk of the Course reserves the right to fit any Main Tour or Prima Tour vehicle with a RallySafe device at any time, for the purpose of monitoring speed or location.
- 6.1.8 In the case of wet conditions, the maximum speed of the Main or Prima Tour may be revised at any time, without notice, by the Clerk of the Course.

6.2 Competitor Eligibility

- 6.2.1 The minimum requirement for the Main Tour Driver & Co-Driver is a Motorsport Australia Speed licence.
- 6.2.2 The minimum requirement for Prima Tour participants is a Single Event Licence provided by Motorsport Australia which may be facilitated by the organisers.
- 6.2.3 All drivers, co-drivers, and navigators must be financial members of a Motorsport Australia affiliated car club.
- 6.2.4 Non-flammable apparel from neck-to-wrist-to-ankle must be worn at all times.

6.3 Vehicle Eligibility

- 6.3.1 Vehicles entered in the Main and Prima Tour must have fitted, at a minimum, a lap/sash type seatbelt complying with the requirements of AS2596, or another standard as listed in Schedule I of the Motorsport Australia Manual of Motorsport. Seat belts, which are properly adjusted, must always be worn while the vehicle is in motion.
- 6.3.2 A weather-proof first aid kit must be carried in the vehicle. This first aid kit must meet the requirements outlined in Motorsport Australia's National Rally Standing Regulations – Vehicles General.
- 6.3.3 Main Tour vehicles must have one (1) hand-held fire extinguisher carried in the vehicle. This extinguisher must comply with AS1841 and must be affixed inside the vehicle's driver compartment. The extinguisher must be foam or dry powder. The minimum capacity of the extinguisher must be no less than 1kg. Prima Tour cars do not require a fire extinguisher though it is highly recommended.
- 6.3.4 Main Tour cars are required to carry one (1) reflective hazard triangle within the vehicle. Prima Tour cars are not required to carry hazard triangles.
- 6.3.5 **Prima Tour participants are exempt from Sections 6.3.2, 6.3.3, and 6.3.4 of these Supplementary Regulations.**

6.4 Crew Briefings

- 6.4.1 Tour participants will undertake daily briefings with their Tour Leaders prior to the start of the day's activities. Drivers must complete the online briefing via the Event Portal.

6.5 Reconnaissance

- 6.5.1 Reconnaissance of the course at signposted limits and under normal road rules is highly recommended.

6.6 Documentation & Scrutiny

- 6.6.1 Main Tour participants are required to undertake documentation and complete a self-scrutiny form as part of that documentation.

6.7 Controls & Parc Ferme

- 6.7.1 A list of entries will be placed on the event website at www.adelaiderrally.com.au. Tour groups and group orders may be adjusted after each Leg. The Clerk of the Course or their delegate may change the order of a group at any time. The Start Location for the Tour groups will be from Parc Fermé. Crews are required to report to the Start Location, 30 minutes prior to the Departure Time. Late arrival may mean missing the Leg.

- 6.7.2 Participants are to queue behind the Tour Group Leader vehicle on the side of the road (leaving an Emergency Lane open at all times) as directed. The Tour Group Leader vehicle will give two minutes warning before departure and participants are then required to be in their vehicles, with seat belts done up. If a vehicle is not ready to start in its proper order, it may be directed to pull to the side of the road and miss touring through the closed road section. Failure to move forward in convoy when instructed to do so will be reported to the Clerk of the Course, which may impose a penalty, including disqualification from the Tour.

- 6.7.3 Participants are to follow the Tour Group Leader car through the stage in convoy and normal safe driving practices are to be adopted always. Speed will be limited to that set by the Tour Leader irrespective of the road being closed to public traffic. Participants are to maintain a 4 second gap between the car in front and behind. Observers, will be located around the course to make judgments on the following items. Livestream video surveillance will also be in operation on multiple stages per day across the event. The following driving behaviours are not allowed on event:

- Participants deliberately not maintaining the 4 second gap
- Sliding or drifting.
- Locked wheels while braking.
- Driving off the edges of the sealed surface.
- Body damage.
- Travelling along a stage in the wrong direction.
- Repeated excessive speed.
- Limbs protruding from the vehicle.

Violations will be reported to the Clerk of the Course and the following action taken:

- First offence: participant required to appear before the Clerk of the Course or delegate, who will consider the nature of the infringement and may apply a financial penalty as deemed appropriate.
- Second offence: denied permission to continue in the tour for a time up to the remaining duration of the event.
- Travelling along a stage in the wrong direction will lead to disqualification from the event.

- 6.7.4 At the finish of stages, participants must slow down and be prepared to stop, and then continue to follow the Tour Leader vehicle into the next Liaison Stage.

- 6.7.5 Overtaking in any Tour Category is NOT Allowed unless the vehicle ahead is slowed or stopped due to a mechanical failure. If your vehicle is suffering with a mechanical issue impacting your ability to drive at touring or road speed, please advise the vehicle behind by using the indicators in your vehicle.

6.8 Penalties

6.8.1 The Main Tour and Prima Tour are untimed and unscored. There will be no results issued in relation to the Main Tour or Prima Tour.

6.8.2 Penalties in relation to speeding in the Main Tour and Prima tour in any one instance are as per the table below. Penalties in relation to reported dangerous driving behaviour (including holding or dropping back, such to create a gap where great acceleration is used to catch back up) will be at the discretion of the Clerk of the Course.

- <20kph over the limit for a period of over 5 seconds – ELECTRONIC WARNING
- >20kph over the limit for a period of over 5 seconds:
 - 1st offence - Warning
 - 2nd offence - \$110 fine
 - 3rd offence - Referred to Clerk of the Course for discretionary penalty up to disqualification
- 30kph over the limit for a period over 4 seconds:
 - 1st offence - \$180 fine
 - 2nd offence - \$400 fine
 - 3rd offence - Referred to Clerk of the Course for discretionary penalty up to disqualification
- 40kph over the limit:
 - 1st offence - \$240 fine
 - 2nd offence - Referred to Clerk of the Course for discretionary penalty up to disqualification

Those found speeding must pay the relevant fine on demand by organisers prior to continuing the day or the Event. Organisers reserve the right to remove participant wristbands and obscure or remove event decals on participant vehicles. Organisers reserve the right to ban participants from future events at their discretion in the case of repeated blatant speeding and not participating in the spirit of the event.

With the integration of the RallySafe system into Australian Tarmac rallying, it is very important that all competitors comply with some very simple conditions and instructions, these same conditions and instructions are in use in many varied overseas and national events and allow the system to work efficiently and provide the best protection and ease of use for the competitors and event organisers.

Teams must make provision in their competition vehicle for the RallySafe tracking system prior to all event installation instructions and specifications are available on www.RallySafe.com.au and a new competitor Training Video showing all aspects of the system can be found here, <https://RallySafe.com.au/competitors-tm/>.

RallySafe Installation Kits (including antenna, roll-cage, or diamond mount & power wiring loom) MUST be purchased from RallySafe, with two weeks lead time for postage and handling, directly from the RallySafe online store at <https://shop.statusas.com/shop/category/RallySafe/>. Options for different installation types or cable lengths are available.

Correct installation of the fitting kit including wiring polarity and permanent power connection will be checked at scrutineering. Any incorrectly installed kits will result in failure to pass scrutineering and will result in a Re-present at a later time and/or date.

Please Note: It is mandatory that the RallySafe unit be wired directly to a constant 12V feed, either the battery or the battery side of the isolator switch as per the RallySafe fitting instructions; connection to an accessories feed or cigarette lighter is not acceptable. It is up to the competitor to fuse this supply with a 5 amp fuse if they choose. The unit has its own internal circuit protection.

The RallySafe units will be available for collection from the RallySafe table at Crew Briefing Session. RallySafe unit user guide/installation instructions will be provided with the unit handout.

RallySafe has substantial benefits for both competitors and organisers including:

- Real time tracking via GPS / Satellite transmission.
- In-car hazard notifications including 'SOS' capability.
- Timing (using light beams) and/or GPS aligned with in-car communication system.
- Ability to view progress of any car via internet and Google Maps.
- 'Push to Pass' capability.

Should a crew experience a problem with their RallySafe unit during the event, they should notify an event official at the next control of the problem, and ensure they speak to a RallySafe representative at the next available service break to have any issues rectified.

Any attempt to tamper with the unit will result in a message transmitted to race control as well as logged internally to the unit; and will be dealt with appropriately by event officials.

Should a crew retire from the event, they must return the tracking unit to the RallySafe team (only return to a RallySafe representative or CRO) in the Service Park or as soon as practical.

It is the competitors' responsibility to return the RallySafe unit. Failure to do so will result in the competitor being liable for the cost of the unit. If due to medical or situational reasons this is not possible, a CRO must be notified prior to 8.00pm on the night of event completion so an alternative can be arranged.

Please Note: RallySafe offer a damage waiver fee which covers the unit for fire and/or damage, or an annual fee for multiple events. The loss or theft of unit will not be covered, and the damaged unit must be presented to avoid a cost. The damage waiver fee must be purchased online at <https://shop.statusas.com/shop/category/RallySafe/damage-waivers/> prior to the nominated event/events.

For information on the RallySafe System can be seen in these videos:

<http://www.youtube.com/watch?v=e3ywEZqdgTU> - shows trips and timers functioning over a stage

<http://www.youtube.com/watch?v=9Uy1BP5p2Gk> - shows the unit detecting an accident ahead

<http://www.youtube.com/watch?v=EzA4zgyfZtg> - video showing the unit working during a crash

APPENDIX B - SPEED RESTRICTIONS

The Organisers reserve the right to alter the regulated maximum speed of closed road stages for all categories or alter the speed within Virtual Chicanes (VC's).

The Organisers also reserve the right to alter the activity of any competitive category such that it becomes a tour.

During the running of the event, cutting of the course, including corners, is prohibited and any instances will be reported to the Stewards and a penalty may be applied which may go as far as disqualification from the results. Refer NCRs for appropriate details and penalties.

'Cutting' is defined as having any wheels completely off the formed road during any stage.

To prevent 'cutting' of corners by crews and gravel subsequently being thrown across the road surface, Course Markers may be installed and may comprise of either large **Orange Bollards** or **'Witches Hats'**, which may be placed on the edge of the tarmac, or any road marker (i.e., white post) placed by Organisers. Drivers should drive accordingly, i.e., not plan to cut any corner. In addition to any regulated penalties, crews will be penalised 10 seconds for each offence in which they are deemed to have cut a corner.

Crews are also reminded that under RSR SSR the penalty for deviating from the course may be up to disqualification, see below:

"2.1 RSR SSR The Route Instructions describe the Course that must be followed, unless an instruction in the route instructions advises otherwise, any deviation from this Course or travelling in the opposite direction to that described, that is reported by an official or a GPS vehicle tracking system will be transmitted to the Stewards who may impose a penalty up to Disqualification if they decide that there is no case for Force Majeure."

Virtual Chicanes

Virtual Chicane's (VC's) will be deployed throughout the event, and the rules below must be complied with by all Crews with RallySafe Devices fitted (Competition, Challenge 130, TSD, and Spirit Tour).

These are points where you will be required to slow down momentarily below 60km/h within a 200m virtual box.

The following rules will apply:

- a) The RallySafe system will be used to determine the speed of the vehicle.
- b) The RallySafe system will count the distance down from 300m away from the VC and notify the navigator of the distance.
- c) Within the VC zone the RallySafe device will indicate the vehicle is in the zone.
- d) The RallySafe System will go green when you have reached the speed and may accelerate back to normal pace immediately after seeing the Green indicator on the RallySafe device.
- e) Overtaking is not permissible within the VC, or within the 200m immediately preceding the restriction. The penalty for overtaking within these regions will be 30 seconds for Competition & Challenge Category Cars.
- f) Vehicles must not impede another Driver.

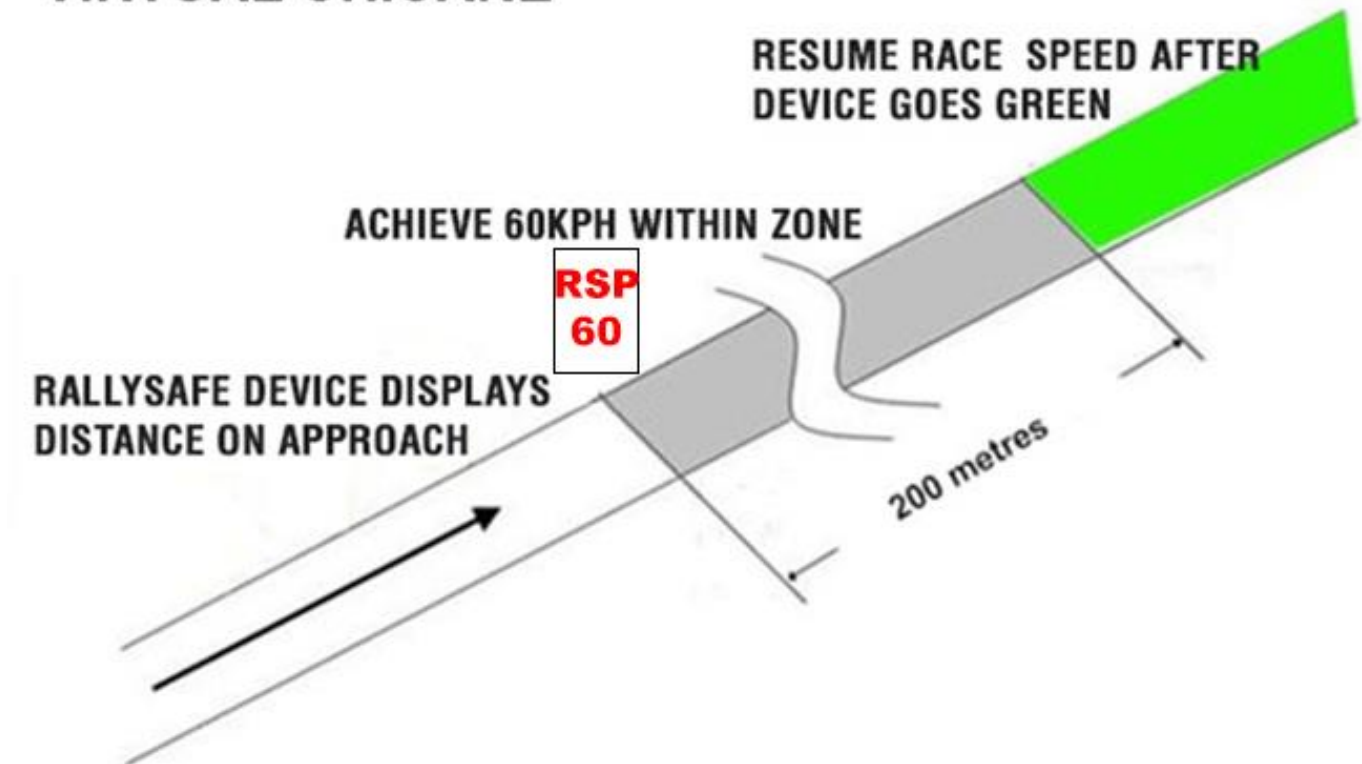
RallySafe, in conjunction with the Chief Scorer, will enforce the following penalties for breaches by **Competition** and **Challenge** Crews within Virtual Chicanes:

- a) Speed exceeding 60km/h but not exceeding 65km/h – a penalty of 5 seconds.
- b) Speed exceeding 65km/h but not exceeding 75km/h – a penalty of 10 seconds.
- c) Speed exceeding 75km/h - a penalty of 15 seconds.

Penalties above are awarded per offence recorded.

The Stewards shall determine any other such penalties as may be deemed fit, in addition to the minimum mandatory penalties outlined above. Penalties for Spirit Tour cars that fail to adhere to VC speed limits shall include a warning for the first offence then referral to the Stewards for repeated offences.

VIRTUAL CHICANE



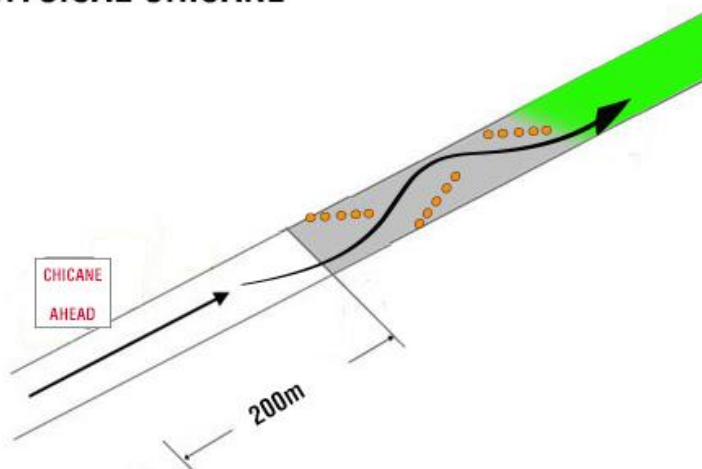
Slow Points & Chicanes

The Organisers reserve the right to introduce slow points or physical chicanes at any point on the competitive course. Any such introduction after roadbook distribution will be communicated to crews via bulletin and the Event's official notice board.

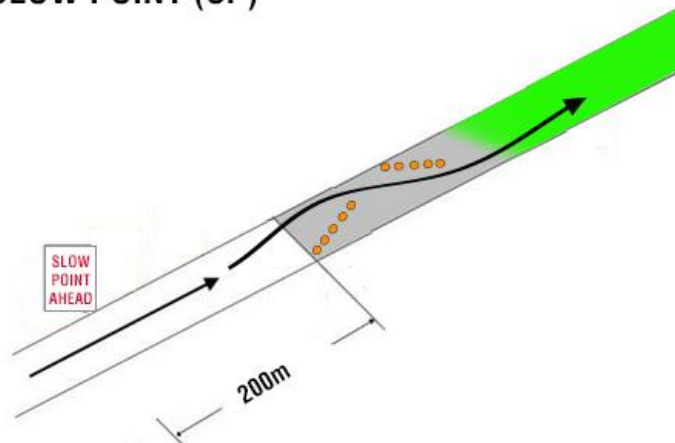
Physical Chicanes may consist of one or more arrangements of the below configuration, such to form single, double, or triple chicanes. Chicanes will be marked by bollard, cone, or barrier, positioned such to form a slalom, in accordance with the below diagram.

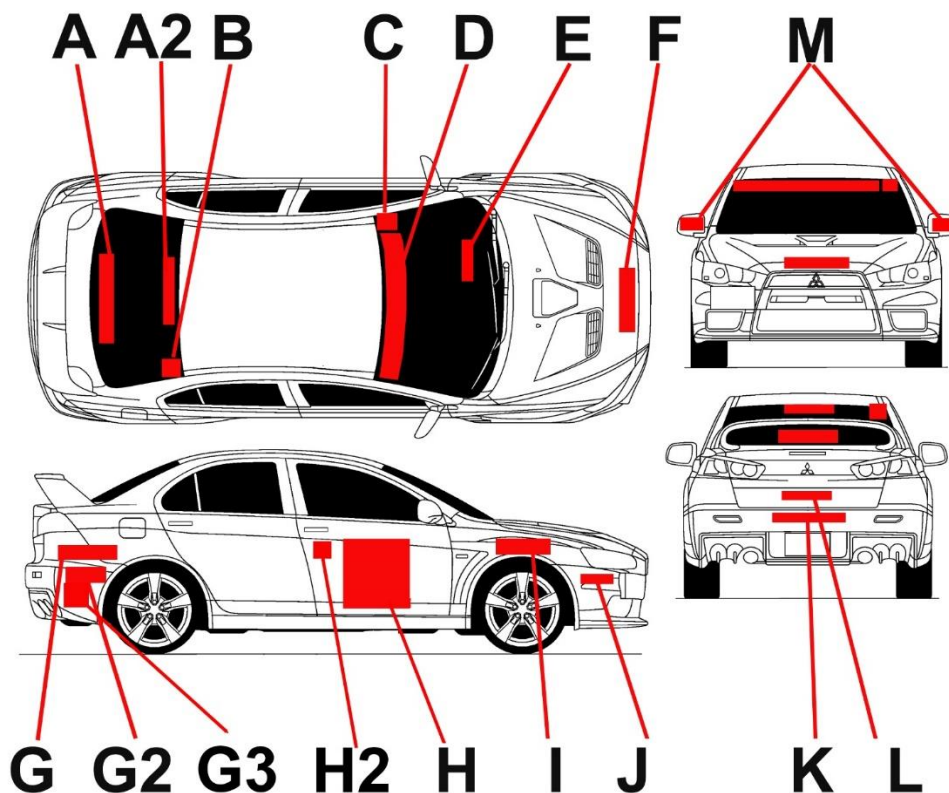
A penalty of ten (10) seconds per incident will be awarded for any verified contact with such barriers or obstacles by Competition or Challenge participants.

PHYSICAL CHICANE



SLOW POINT (SP)





Area A: TBA

Area A2: TBA

Area B: Coloured Car number 10x12cm

Area C: Coloured car number 10x12 cm

Area D: Shannons Windscreen Banner

Area E: Emergency Phone number

Area F: Bonnet Decal 50x 15cm

Area G: TBA

Area G2: TBA

Area G3: TBA

Area H: Door panel 40x50cm

Area H2: Mission Zero Sticker

Area I: TBA

Area J: TBA

Area K: TBA

Area L: TBA

NOTE: All Event supplied stickers MUST be affixed (without modification except for windscreen sticker) to the vehicle according to these location instructions.

APPENDIX D – VEHICLE ELIGIBILITY FOR COMPETITION CATEGORY**1. Vehicles Permitted without Qualification:**

- a) FIA Rally 2 (formerly R5)
- b) AP4
- c) G4
- d) FIA Rally 3, 4, & 5
- e) FIA R-GT
- f) FIA S1600 and S2000
- g) G2

2. Other Vehicles Permitted (where compliant with Roll Cage, Fire Suppression, FIA Head Restraint Seat and Cockpit Heap Space requirements are met):

- a) FIA Group N
- b) FIA Group A
- c) Naturally aspirated cars up to 3800cc which are not listed on the ineligible list, which also comply with 'PRC' or 'Classic Rally Car' regulations.
- d) Naturally aspirated 2wd cars 3800cc or more, manufactured prior to the 31/12/1985, which comply with Article 4 of the Classic Rally Car Regulations (Classic C1).
- e) 4wd turbo-charged or super-charged vehicles which are not listed on the ineligible list, which comply with PRC Regulations (and which will therefore require a restrictor).
- f) 2wd Turbo-charged or super-charged vehicles which are not listed on the ineligible list, which comply with PRC Regulations, and which are fitted with a restrictor.
- g) 2wd turbo-charged or super-charged vehicles which are not listed on the ineligible list, which were manufactured prior to 31/12/1985, and which comply with PRC Regulations, and which have unmodified factory turbo-charger or super-charger, not fitted with a restrictor.
- h) Club Rally Cars that are compliant with Classic C2 regulations.

3. Other Vehicles Permitted (subject to approval by the Eligibility Committee and ARCom, where compliant with Roll Cage, Fire Suppression, FIA Head Restraint Seat and Cockpit Heap Space requirements are met):

- a) Naturally aspirated cars which are not listed on the ineligible list, with an engine capacity equal to or exceeding 3800cc (excepting pre-31/12/1985 cars complying with C1 Classic Rally Car Regulations).

4. Prohibited Vehicles:

- a) Any vehicle listed on the published ineligible vehicle list
- b) WRC or FIA Rally 1 vehicles.
- c) Group B cars.
- d) Any vehicle which is capable of a 0-100kph time below 3.6 seconds as presented for competition.
- e) A vehicle not covered by the above inclusions, or which is not approved by the eligibility committee.

APPENDIX E – VEHICLE INELIGIBILITY LIST

Camaro ZL1

Chevrolet Corvette ZR1

Daytona Coupe

Dodge Viper ACR

Dodge Viper ACR Extreme

Dodge Viper ACR Extreme

Lamborghini Huracan

Lotus Exige Sport 350

Lotus Exige Sport 410

Lotus Exige TARGA GT

Mercedes Benz GT-R

Nissan GT-R R35

Nissan GTR R35

Nissan GT-R R35

Nissan GT-R R35

Porsche GT3 RS 996

Porsche 911 Turbo S

Porsche GT3 997

Porsche GT3 RS 4.0 997

Porsche GT3 991

Porsche GT3 RS 991

Porsche Cayman GT4

Porsche GT2 RS 991

Porsche GT2 RS 991

Porsche GT3 RS 991

Ultima RS