



**MOTORSPORT AUSTRALIA**  
**RALLY CHAMPIONSHIP**

# SPORTING AND TECHNICAL REGULATIONS

**VERSION 3.1**

**01/05/2023**

MOTORSPORT AUSTRALIA RALLY CHAMPIONSHIP

2022-24

2022-24 © Motorsport Australia Rally Championship

Sporting and Technical Regulations

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### Approved changes to the ARC Sporting and Technical Regulations.

Modified Article	Date of Application	Date of Publication
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Part 1 - ARC Sporting Regulations, Article – 10 Start Order Sub Section - (e) Heat 2	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 12.1 Events General Sub Section - (j) (iv) Time Penalty	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 12.2 RallySafe Sub Section – (a) (i), (ii), (vi) & (v)	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 12.3 Timing Sub Section – (j) (ii) Sprint Event Re-Start	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article - 15 Super Special Stage, Sub Section - (d) Tyres	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 16 Results Sub Section – (g) Provisional Results	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 17 Final Control Sub Section – (b) (ii) NRC	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 18 Traffic and Roads Sub Section – (b) NRC	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article - 19 Repaires and Servicing, Sub Section – 19.5 Flexi Service	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Article – 21 Emergency Procedures / Red Flags Sub Section – (b) Emergency Procedures	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Appendix A, Advertising Requirement Article 1 Advertising Requirement	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 1 - ARC Sporting Regulations, Appendix B, Combined ARC and FIA Events Article 2 Penalties / Disqualification	V 3.1, 01/05/2023	V 3.1, 01/05/2023
Part 2 - ARC Technical Regulations, Article 4 - Tyres Sub Section (j)	V 3.1, 01/05/2023	V 3.1, 01/05/2023

**Note:** Changes are shown:-

Additional Text is shown in **Blue**

Removed text is shown in ~~Red~~

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## PART 1 SPORTING REGULATIONS

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### 1. PREAMBLE

Motorsport Australia has committed to ensuring the sustainable future of the Australian Rally Championship (ARC) by consolidating the championship management structure and regulations for the years 2022, 2023 and 2024.

#### 1.1 ARC EXECUTIVE

Motorsport Australia will appoint an Executive to manage the ARC. The ARC Executive will work alongside the appointed Stewards and the Clerks of the Course. The organisers are asked to abide by any reasonable request from the ARC Manager(s) and to work together with them to ensure event delivery.

The ARC Executive will be made up of the following roles:

- (a) General Manager Motorsport
- (b) ARC Manager
- (c) ARC Sporting Delegate
- (d) ARC Media Manager

Details of the personnel comprising the ARC Executive will be advised through an annual addendum to these regulations, issued prior to the first round of the ARC each year.

#### 1.2 ARC SPORTING DELEGATE

The ARC Sporting Delegate is appointed by Motorsport Australia (equivalent to a Race Director in Circuit Racing) and will be responsible for maintaining the continuity of the sporting activity to the Motorsport Australia Rally Championship. The ARC Sporting Delegate will act in accordance with these Sporting and Technical Regulations and the National Competition Rules of Motorsport Australia (NCR) and will work in consultation with the Clerks of the Course, as appropriate.

The ARC Sporting Delegate will work closely with the Clerks of the Course on, but not limited to, the following matters:

- (a) The control of the rally, adherence to the timetable/itinerary and, if they deem it necessary, the making of any proposal to the Stewards to modify the timetable/itinerary in accordance with the NCR or these Sporting Regulations.
- (b) The stopping of any car in accordance with the NCR or these Sporting Regulations.
- (c) The stopping or suspension of the rally in accordance with the NCR or these Sporting Regulations. if they deem it unsafe for the event to continue and ensuring that the correct restart procedure is carried out.
- (d) The seeded entry list, any changes to the published list and the daily start list.
- (e) The use of course cars to restart a stage after a stoppage.
- (f) The imposition of penalties in accordance with the NCR.

The ARC Sporting Delegate may conduct investigations into alleged breaches of the NCR to reach a resolution based on the prescribed infringement or, alternatively, refer the matter to the Stewards.

The Chair of the Stewards Panel, the ARC Sporting Delegate and the Clerk of the Course must be present in rally control at the start of competition of the first stage of the event.

The ARC Sporting Delegate must always be in radio or telephone contact with the Clerk of the Course and the Chair of the Stewards Panel when the cars are competing on stages. Additionally, the Clerk of the Course, or their deputy, must be in rally control and in radio contact with each stage start and finish during these times.

### 1.3 OTHER ARC PERSONNEL

- (a) ARC Technical Delegate
- (b) SAS Results
- (c) ARC Safety Delegate
- (d) ARC Medical Delegate
- (e) Other personnel as may be appointed

Details of other ARC personnel will be advised through an annual addendum to these regulations, issued prior to the first round of the ARC each year.

### 1.4 MOTORSPORT AUSTRALIA RALLY CHAMPIONSHIP

- (a) The ARC will consist of National Championship Special Stage Rallies, held under the FIA International Sporting Code, including Appendices, the National Competition Rules of Motorsport Australia, including Appendices (NCR) the National Rally Standing Regulations (NRSR), these Sporting and Technical Regulations, the Supplementary Regulations for each ARC event and any Further Supplementary Regulations or Bulletins authorised under these regulations.

Where there is any conflict between these regulations and the NRSR, these Sporting and Technical Regulations will take precedence.

The events will be conducted under, and in accordance with, the Motorsport Australia Policies and the Safety First Strategy. Including but not limited to –

- Occupational Health and Safety Policy,
- National Integrity Framework,
- Diversity and Inclusion Policy and the
- Motorsport Australia Safety First Strategy.

Policies and the strategy may be accessed using the following links:

<https://motorsport.org.au/regulations/safety-integrity/policies>

<https://motorsport.org.au/regulations/safety-integrity/safety-first>

- (b) Each event must be either a Compact, Sprint or Endurance event as per the following:
  - (i) A **Compact** event shall be one competition over one day and may include a super special stage the night before. Reconnaissance of the route shall be available the day preceding the event.
  - (ii) A **Sprint** Event is to be conducted over a minimum of two days and will consist of two competitions (heats), with each heat to be held over a minimum of a single day and each with their own results. Reconnaissance of the route will be as per Article 7(f) of these regulations. Competition in the second Heat will be conditional upon an automobile having started in the first Heat but not necessarily as being classified as having finished that Heat.
  - (iii) An **Endurance** Event will be one competition over the full period of the Event. Reconnaissance of the route will be as per Article 7(f) of these Sporting Regulations. FIA Endurance Events may have additional competitions over each Leg. Separate results will be published for each competition. An event of this type may be conducted in conjunction with an FIA International Event, whereby the relevant FIA regulations may take precedence.

### **1.5 MOTORSPORT AUSTRALIA RALLY MANUFACTURERS' CHAMPIONSHIP**

The Motorsport Australia Rally Manufacturers' Championship will be held over each round of the ARC. Points will be allocated for positions at each round, with the winner to be determined by the highest points scored at the end of the season.

## **2. ADVERTISING AND PROMOTION**

- (a) By entering any event in the ARC, any person and/or corporation agrees to refer to it only by its full title, being the "Motorsport Australia Rally Championship" or the "Motorsport Australia Rally Manufacturers' Championship".
- (b) Any advertising or promotional matter must include the relevant full title.
- (c) Each automobile entered in any event in the ARC will be required to provide each area outlined in Appendix A to these Sporting Regulations for the purpose of compulsory advertising.
- (d) The text of this advertising may be indicated in the event Supplementary Regulations or in a bulletin issued before the start of the event.
- (e) Competition numbers will be supplied by Motorsport Australia or the Organisers of each event.
- (f) Each item of signage shown in Appendix A to these Sporting Regulations, or the event Supplementary Regulations, must be affixed to the automobile prior to passing pre-event scrutiny and remain on the automobile for the duration of the event. Failure to meet this condition will result in the competitor being referred to the Stewards for consideration of a penalty.

## **3. CHAMPIONSHIP SCHEDULE**

The Motorsport Australia Rally Championship and the Motorsport Australia Manufacturers' Championship will be conducted over multiple rounds announced each year by Motorsport Australia through an annual addendum to these regulations. This schedule will advise the type of event i.e. Compact, Sprint or Endurance.

Motorsport Australia reserves the right to amend the event schedule.

## **4. CREW**

- (a) Under the Motorsport Australia / MotorSport New Zealand Trans-Tasman Agreement, each New Zealand competitor competing under this agreement, and holding a current and valid Tasman Visa, may substitute the equivalent MotorSport New Zealand Competitor (Entrant), Driver and Co-driver Competition licences. Membership of a Motorsport Australia affiliated club will not be required for a MotorSport New Zealand licence holder.
- (b) Points in the Championships, and other awards as per Article 22 of these regulations, will only be awarded to the holder of a competition licence issued by either Motorsport Australia or MotorSport New Zealand, in order of their finishing position. For allocation of points, a placing achieved by a holder of a licence issued by an ASN other than Motorsport Australia or MotorSport New Zealand will be disregarded. For the purposes of point scoring, the driver and co-driver will be treated separately.

- (c) **The following documentation must be presented for the Competitor, Driver, and Co-Driver, as applicable. These documents may be presented electronically. Each crew member must present a valid version of the following items at documentation, as applicable:**
- (i) Motorsport Australia/**Motorsport New Zealand** passbook/competition licence (for competitor [entrant], driver and co-driver);
  - (ii) Civil driving licence for each crew member in accordance with **these regulations** the ~~NRC~~;
  - (iii) Motorsport Australia affiliated car club membership (driver and co-driver);
  - (iv) Automobile licence/permit/registration papers; and
  - (v) Third party insurance extension (for each Queensland registered automobile).

## 5. REGISTRATION

### 5.1 MOTORSPORT AUSTRALIA RALLY CHAMPIONSHIP

- (a) To be eligible for championship points within the Motorsport Australia Rally Championship, competitors must comply with all aspects of the ARC Sporting and Technical Regulations and enter the ARC component of each event.
- (b) Each driver and co-driver will be required to register for the championship prior to entering the first event in which they are to compete. No registration fee will apply to the ARC registration.

ARC registration may be completed at [rally.com.au](http://rally.com.au)
- (c) ARC points will be allocated to each crew entered in each event in accordance with Article 22 of these Sporting Regulations.

### 5.2 MOTORSPORT AUSTRALIA MANUFACTURERS' CHAMPIONSHIP

- (a) Automatic registration will apply to all manufacturers which participate in the Motorsport Australia Rally Championship.

Note: No fee will apply to the ARC manufacturer registration.
- (b) Each manufacturer must compete in at least **75%** of the rounds of the championship, in the applicable competition year, to be eligible for manufacturers' points.

## 6. CREW ATTIRE

During each special stage, each crew member must wear a helmet and apparel, including a frontal head restraint (FHR), as specified in NCR Schedule D (refer to Motorsport Australia Manual - General Requirements for Cars and Drivers).

## 7. EVENT REQUIREMENTS

- (a) Should an ARC event not be able to run in its entirety for any reason, the points will be awarded on the basis of the established classification as follows:
  - (i) Full points, if more than 50% of the scheduled length of special stages has been run;
  - (ii) Half points, if between 25% and 50% of the length of special stages has been run; and
  - (iii) No points, if less than 25% of the scheduled length of special stages has been run. In the case of a sprint event, the above requirements will apply to the length of the special stages in each heat.

- (b) Not more than 20% of the total number of special stages in any one heat/leg may be less than 5km in length unless specifically approved by Motorsport Australia.
- (c) No allocated service times shall be less than 15 minutes.
- (d) The average speed on any liaison section must not exceed 70km/h.
- (e) The total minimum competitive distance, unless approved otherwise by Motorsport Australia, shall be:
  - (i) Compact event - 100km
  - (ii) Sprint or endurance event - 160km.
- (f) Reconnaissance must be able to be completed in one day, or the sum equivalent of one day (e.g., Thursday afternoon and Friday morning), unless specifically approved by Motorsport Australia.
- (g) For each event, each ARC automobile, having been classified as a finisher to that point, must be placed in the overnight parc fermé.

## **8. PRE-EVENT TESTING**

- (a) Except as provided for within Article 8, event testing by a driver is prohibited for a period of 30 days prior to each ARC event, within a 75km radius of the Service Park for that event, or on any road expected to be used in that ARC event, unless written approval is given by the respective ARC organiser.

If a driver is found to be in breach of this restriction, they will face disciplinary action, which may entail a penalty as high as a one year suspension of the Motorsport Australia Competition licence of each party involved, and will, in each case, automatically result in their disqualification from the event in question.
- (b) Each driver intending to test within 90 days of an ARC event in an area which could reasonably be expected to fall under Article 8(a), will be required to contact the event organiser before making any arrangement with Motorsport Australia or any other authority (government, property owner etc.) to use any section of road for the purpose of testing.
- (c) Any testing must comply with any condition and/or requirements imposed by Motorsport Australia and any other authority.
- (d) Notwithstanding the provisions of Article 8(a), an event organiser may provide testing for a maximum of eight hours on a weekday in the week of the event. The organiser may charge a fee for this activity. No part of any special stage in the event may be used for testing without approval from the ARC Manager.
- (e) An event organiser may also provide testing for a maximum of four hours on the Friday immediately prior to the start of the event. This option is only available to each driver not testing earlier in the same week.
- (f) Each applicable policy of Motorsport Australia and the requirements of the NRSR are to apply to such testing.
- (g) A bona fide sponsor/corporate day, which has been approved in advance by the ARC Manager, will not be deemed to be testing or practice.



## 9. RECONNAISSANCE

- (a) Speeding whilst on reconnaissance will be penalised as follows:
- (i) First offence:
    - (A) up to 15 km/h above the speed limit - \$250; and
    - (B) 15 km/h and greater above the speed limit - \$500.
  - (ii) Second offence:
    - (A) up to 15 km/h above the speed limit - \$500; and
    - (B) 15 km/h and greater above the speed limit - 30 second penalty (added to Heat/Leg 1).
  - (iii) Third offence:
    - (A) Refusal to start the event.

- (b) RallySafe Lite App (RSLITE).

The organisers of each event will be using the RallySafe Lite (RSLITE) phone application to monitor reconnaissance, including speed and number of passes of a stage. It is mandatory for all competitors entered and who are performing reconnaissance to download and use the application.

The purpose of the application is to allow the organisers to track competitors in the forest during reconnaissance, so the organisers know where competitors are and to also allow for speeds to be tracked and enforced.

Any breach of Article 9 during reconnaissance will be referred to the Stewards for application of penalties.

The RSLITE competitor invite codes will be advised by the organisers prior to reconnaissance.

- (c) If a member of a crew is found on the course in the period 2 months prior to the start of the event ***in which they are competing***, with the exception of the period allowed for reconnaissance as per the Supplementary Regulations for the event and any authorised use or as per Article 8, they will be reported to the Stewards for consideration of disqualification or other penalty. Crews who work or live in the area can apply to the organisers for an exemption to the part of the course which they traverse.
- (d) If a person associated with a competitor is found to be in breach of a regulation relating to reconnaissance, or acting in a manner which brings the event into disrepute, the competitor will be reported to the Stewards for consideration of disqualification, or other penalty, at the first meeting of the Stewards. The Stewards will examine the circumstances to determine any financial penalty imposed. This will not prejudice the possibility of an additional penalty being imposed, up to refusal to allow the competitor/crew concerned to start the event.
- (e) Unless otherwise specified in the event Supplementary Regulations, the use of any rally tyre in reconnaissance is NOT allowed.
- (f) A non-competitor may apply to an event organiser to participate in event reconnaissance. Approval will be subject to this person holding an appropriate Motorsport Australia, FIA, or other recognised licence, and the payment of one third of the entry fee.

- (g) To encourage the training and development of drivers and co-drivers, competitors eligible for any of the following may apply to the organisers for permission to have a third crew member in the car during reconnaissance, to act as a mentor:

- ARC Production Cup
- 2WD Cup
- Junior Cup

Mentors must be a recognised driver/co-driver with an adequate history in Australian rallies. Applications will be assessed by the Clerk of the Course, in consultation with Motorsport Australia, and the outcome will be advised within 24 hours of the application being lodged with the Event Secretary.

Approved mentors will be asked to sign the standard Motorsport Australia disclaimers.

All reconnaissance regulations must be strictly adhered to, including the use of an automobile licenced and equipped for at least 3 persons.

- (h) Crews will be allowed 2 passages over the course.
- (i) Each reconnaissance automobile will be provided with a number to be placed in the centre of the front windscreen and on each of the side rear windows. These numbers must be affixed to the automobile for the entire duration of reconnaissance. No car without numbers attached will be allowed to undertake reconnaissance.
- (j) The maximum speed limit during reconnaissance applicable on all forestry roads used for special stages shall be 60km/h, and the maximum speed limit during reconnaissance on local authority roads used for special stages will be 70km/h, unless sign posted at lower speeds, and all crews are required to strictly adhere to these limits. Under NO circumstances are crews to travel in the opposite direction to the set course. Any variation to speed limits for stages will be identified in Supplementary Regulations, Further Regulations, or an Event Bulletin.
- (k) The maximum speed limit applicable on the super special stage is 30k/h and all crews are required to strictly adhere to this limit.
- (l) The speed of the automobiles being used for reconnaissance may be monitored by officials using speed cameras, radar guns or in-car GPS units e.g. RSLITE.
- (m) 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 may be travelling in opposing directions.
- (n) Crews are also advised that the relevant road traffic laws will remain in effect for the duration of reconnaissance and that all road laws must be observed (e.g. complying with advisory signs, obeying speed limits imposed and keeping to the left). Officials will be on the course to monitor crew compliance with these laws and regulations.
- (o) The organisers may specify further conditions for reconnaissance in Supplementary Regulations and/or by bulletin, including specific times for reconnaissance of stages.
- (p) Reconnaissance may be carried out in any road registered automobile. Advertising, underbody protection, safety equipment and internal navigational aids are permitted.
- (q) The carrying of radar detectors in the automobile during the event is prohibited.

- (r) The tyres to be used during reconnaissance are to have a maximum groove width and depth of 8mm and with no other opening in the tread greater than 12mm (worn rally tyres are not to be used). Tyres marked M+S, having a non-aggressive tread pattern, may be used, but only after a written application by a competitor has been approved by the Clerk of the Course or his representative.

## 10. START ORDER

- (a) Each automobile will be required to start each event in the order specified in the official starting list for that event.
- (b) The starting order will be based on seeding as per the ARC Drivers Performance Index (DPI), with starting positions of competitors with no DPI determined by the Clerk of the Course, or by an alternative process, as described in the event Supplementary Regulations.
- (c) Automobiles may be grouped into individual categories, and if so, the gap between each group will be a minimum of four minutes.
- (d) For Compact, Sprint and Endurance events, ARC entered crews will be seeded together, unless the ARC entrant is entered in the FIA section of the event.
- (e) For Sprint events, the starting order for Heat 2 will be **the same as Heat 1 as per the results of Heat 1**, except where the organiser or the ARC Sporting Delegate deems this inappropriate.
- (f) For Endurance events the starting order for Day 2 will be as per the results of Day 1, except where the organiser or the ARC Sporting Delegate deems this inappropriate.
- (g) The current Australian Rally Champion driver will use the competition number “1” in each Compact, Sprint and Endurance event, when competing in the Australian Rally Championship part of the event. For the WRC or APRC Final, car number “1” will be reserved for the current WRC or APRC Champion, if entered in the rally.
- (h) All requests for reseeding or alteration to road position must be submitted in writing to the Clerk of the Course with supporting documentation.

## 11. CREW BRIEFING

Each crew member must attend any compulsory crew briefing at the place and time notified in the event Supplementary Regulations. Crew briefings may also be done electronically and emailed out to each competitor.

## 12. EVENT DETAILS

### 12.1 GENERAL

- (a) The driver will assume the competitor’s responsibility when the latter is not part of the crew.
- (b) Where an incorrect, fraudulent, or unsporting action is carried out by the competitor or a member of the crew, the matter will be investigated by the Stewards, who may impose penalties, which may include disqualification from a heat/leg or the event.
- (c) In accordance with the NCR and NRSR, the organisers may abandon, cancel, alter, or terminate the event at any point.

- (d) One or more Competitor Relations Officers (CRO) will be appointed for each ARC event.
- (i) The principal duty of the CRO is to provide information or clarification in connection with the regulations and the running of the event to each competitor/crew, while working in conjunction with the Clerk of the Course.
  - (ii) The CRO will be the first and single point of contact between the competitor/crew and the Clerk of the Course/event organisers in relation to matters arising with the event.
  - (iii) There will be at least one CRO at each event and who must be easily identifiable to each competitor and crew and will be present according to the CRO schedule.
- (e) The entry fee will be refunded in full (less any fees incurred) as follows:
- (i) To a person whose entry is not accepted.
  - (ii) In the case of the event not taking place (Refer to NRSR).
  - (iii) Withdrawal of entry prior to the date of close of entries.
- (f) If, for any exceptional reason, a competitor is unable to start the event, a portion of the entry fee may be refunded at the discretion of the Clerk of the Course, as follows:
- (i) Withdrawn after participation in testing or post scrutineering: up to 40% refund (Motorsport Australia entry fee payable); or
  - (ii) Withdrawn without participation in testing: up to 70% refund.
- (g) Each automobile will be required to be fitted with a RallySafe unit as part of the event tracking and results system (Refer Article 12.2). Instructions regarding collection, fitment, and return of the transmitter will contained in the event Supplementary Regulations or issued as a bulletin. The installation of this device will be checked prior to TC 0. Any misuse of the equipment will result in the competitor being reported to the Stewards who may impose penalties, which may include disqualification.
- (h) Where an automobile is unable to continue to follow the route of a Compact or Sprint event for any reason, it will be able to re-join the event at a subsequent Service Out or Regroup Out Control, or at the Final Control, under the conditions outlined in the NRSR, Special Stage Rallies (SSR) 8-(a), (b), (c), (e) and (g), and will be eligible to be classified in the results, providing that it a completed at least 50% of the special stage distance of that heat of that event.
- Any crew wishing to re-join an event must contact a CRO to obtain permission from the Clerk of the Course to re-join.**
- (i) Where an automobile is unable to continue to follow the route of an Endurance Event for any reason, it will be able to re-join the event at a subsequent Service Out or Regroup Out Control, or at the Final Control, under the conditions outlined in the NRSR Special Stage Rallies 8 (a), (b), (c), (e) and (g), and will be eligible to be classified in the results providing that it has completed at least 50% of the special stage distance of the event.
- Any crew wishing to re-join an event must contact a CRO to obtain permission from the Clerk of the Course to re-join.**

- (j) A crew which has re-joined (re-started) during the event, and has complied with Article 12.1 (h) or (i) of these regulations, will have a time penalty applied. This time penalty will be as follows, unless stated differently in the Event Supplementary Regulations
  - (i) For all crews which re-join a time penalty will be applied:
    - (A) For every special stage missed, this time penalty will be 10 minutes;
    - (B) For every super special stage missed, this time penalty will be 3 minutes;
  - (ii) The time penalty will be added to the fastest stage time for each missed stage, which will include the special stage or super special stage on which the crew has retired.
  - (iii) Should retirement occur after the last special stage or super special stage, but before an end of heat parc fermé, the crew will, nonetheless, be deemed to have retired on that last special stage or super special stage.
  - (iv) If a crew, so affected, has set the fastest time ~~of its group~~ on that last stage, its own time will be taken into consideration for the application of the penalty.

## 12.2 RALLYSAFE

- (a) All competitors must make provision in their competition automobile for the RallySafe GPS tracking and timing system.
  - (i) Installation instructions are available at:  
<http://RallySAFE.com.au/wp-content/uploads/2017/03/RallySAFE-Car-Fitting-Kit-Instructions-2017.pdf>  
<https://rallysafe.com.au/competitors-tm/>  
 Operating instructions are available by reference to the Briefing Video Tutorial **and the Competitor User Manual** at:  
<https://RallySAFE.com.au/competitors-tm/>
  - (ii) A RallySafe wiring loom, antennas and mounting kit can be purchased from RallySafe at:  
<https://shop.statusas.com/shop/category/RallySAFE/fitting-kits/>  
<https://shop.statusas.com/>
  - (iii) The RallySafe GPS units and tracking systems will be available as advised in the event Supplementary Regulations or by Bulletin.
  - (iv) The correct functioning and installation of the equipment may be checked/[data downloaded](#) at scrutineering, ~~or~~ prior to TC 0, **or at any Regroup/Parc Fermé.**
  - (v) The power supply to the RallySafe unit, and the proper connection of all aerials, must be continuous from 30 minutes prior to the automobile leaving the first time control (~~TC 0~~) of the day until the car reaches the final time control of that day or retires from the event. Interruptions to the power supply or antenna connections or any other misuse of the RallySafe equipment may be reported to the Stewards, who may impose penalties that may extend to disqualification.
  - (vi) The RallySafe unit **MUST** be mounted in the automobile so that both crew members can reach the unit so as to be able to activate **ALL** of the unit functions.
  - (vii) If the unit is damaged whilst in the care of the competitor, the competitor will be responsible to pay for repairs or replacement, as necessary. Insurance is available from RallySafe:  
<https://shop.statusas.com/shop/category/RallySAFE/damage-waivers/>
  - (viii) Should a competitor retire, they must return the tracking unit, as soon as possible, to a RallySafe representative in the service park, or as advised in the Event Supplementary Regulations or bulletin. Competitors are responsible for

the return of tracking units to a RallySafe representative, or to the rally office, immediately after arrival at the final control or parc fermé.

- (b) Any crew intending to overtake another moving car during a special stage must push the “Pass” button on the RallySafe unit. If the car to be overtaken is within 500m it will receive a message that another car wishes to overtake them, and the crew of this automobile must then allow the other automobile to pass at the first safe opportunity. Any refusal to allow another car to overtake will be considered to be a breach of NRSR, Events General.
- (c) Transmission and receipt of overtaking messages are logged in both automobiles. These will be available to the Clerk of the Course and to the Stewards in consideration of any penalty for failure to allow the automobile to overtake.
- (d) Transmissions and receipt of SOS/OK signals from other cars are logged in both automobiles. These will be available to the Clerk of the Course and to the Stewards in consideration of any penalty for failure to stop at an accident or incident.
- (e) RallySafe Red Flag (Refer to Article 21).

### **12.3 TIMING**

- (a) Timing increments will be as follows:
  - (i) Special Stages: To the elapsed 1/10th of a second;
  - (ii) Power Stage and Super Special Stage: To the elapsed 1/100th of a second;
  - (iii) Super Special Stage timing may be to 1/10th of a second, with approval from the ARC Sporting Delegate; and
  - (iv) Time Controls: To the minute.
- (b) Each further increment will be disregarded. For example, a crew’s passage at a time control is recorded at 10:50 if the clock has not reached 10:51:00.
- (c) At the start of each special stage, each crew may be given a 30 second warning and will start when the display clock, in-car RallySafe unit, or sequential light system shows their start time for that stage.
- (d) Each electronic starting system will be coupled to a start detection device which is located in order to determine the effective position of the start line. If an automobile is detected moving prior to the start signal, it will be deemed to be have executed a false start.
- (e) Should the electronic starting system fail, the start will be given manually by an official in accordance with the NRSR, Special Stage Rallies, Special Stage Procedure, in which case the start official will be a Judge of Fact in the application of a false start.
- (f) At the finish of each special stage, the timing will be through the use of the primary RallySafe timing system, backed up by the breaking of a beam. This may additionally be backed up by a manual system. The beam and timekeepers, as applicable, will be positioned on the timing line.
- (g) The time card may be handed in at the finish of a section and replaced by a new one before the start of the next section (Refer to NRSR, Special Stage Rallies, Appendix D, for Standard Time Card as an example).
- (h) Where official shakedown, reconnaissance, or other event-required activities are being undertaken on the same day as the start of the rally, and, if determined by the Stewards, a crew is prevented from starting a super special stage run on the Friday evening of the event as a result of these activities, each such crew will be permitted to



start Heat 1/Leg 1 on the next day without penalty. Each such crew will be allocated a time for the stage by the Clerk of the Course, in consultation with the SAS Results. This time may be adjusted following completion of the first three stages of the next day.

- (i) In a Sprint Event, if, as part of Heat 2, super special stage/s are run on the previous evening, and a crew is prevented from starting these due to not finishing Heat 1 and needing further time for repairs, they will be allocated a time for the super special stage/s by the Clerk of the Course, in consultation with the SAS Results. This time may be adjusted following completion of the first three stages of the next day.
- (j) For each Sprint Event, competition in a subsequent heat will only be available to an automobile:
  - (i) Having finished the previous heat; or
  - (ii) Having started, but not necessarily finished the previous heat, and being placed in the overnight parc fermé, as detailed in the event itinerary. **Any crew wishing to re-join re-start in the next heat must contact the CRO prior to the scheduled publication of the start list for the next heat.**
- (k) For an Endurance Event, competition in a subsequent leg will only be available to an automobile:
  - (i) Having finished the previous leg; or
  - (ii) Having started, but not necessarily finished, the previous leg and being placed in the overnight parc fermé, as detailed in the event itinerary. **Any crew wishing to re-start in the next leg must contact the CRO prior to the scheduled publication of the start list for the next leg.**
- (l) If an automobile fails to finish a heat/leg, it may be serviced elsewhere and will only be allowed to start a subsequent heat/leg if it is placed within the overnight parc fermé in accordance with Article 12.3 (j)(ii), for a Sprint Event, or Article 12.3(k)(ii), for an Endurance Event.
- (m) Crews may book in early at controls without penalty as identified in the event itinerary by the use of an “E” symbol adjacent to the respective book in time on the itinerary.
- (n) Crews who withdraw from the rally must complete the form at the back of the road book, ‘Notification of Withdrawal from Rally’ and submit it to the CRO, sweep automobile or a control official. When completing the form, competitors **MUST** indicate if they are withdrawing for the event altogether or if they are re-joining at a later regroup.

### 13. SPECIAL STAGES

- (a) The definitions of a Special Stage and Super Special Stage are available in the NRSR, SSR, 1.14 & 1.15.
- (b) Any automobile not starting from the start line within 20 seconds of the start signal being given will be considered as retired and immediately removed to a safe place. This automobile will be allowed to re-start as per Articles 12.1(j).
- (c) During a special stage, assistance from another crew competing on that Stage is forbidden, except as allowed for by Article 13(d). A breach of this rule will result in a report by the Clerk of the Course to the Stewards, who may impose a penalty up to disqualification.

- (d) It is forbidden, under pain of disqualification, to tow or transport an automobile, or to have it pushed, except to bring it directly back onto the road, or to immediately clear the road to ensure the safe passage of other road users.
- (e) Similarly, a crew is forbidden, under pain of disqualification, to:
  - (i) Deliberately block the passage of a competing automobile, or to prevent it from overtaking; and
  - (ii) To behave in an unsporting manner.

#### 14. POWER STAGE

- (a) The organiser will include one special stage called a “Power Stage”, with the purpose of enhancing media coverage.
- (b) The Power Stage will be run as the last stage of the event for each ARC classified competitor and will be a **minimum of 3km** in length.
- (c) The start order and the starting intervals of the cars which will be covered by live media will be determined by Motorsport Australia and the ARC Manager, in discussion with the Clerk of the Course. The starting intervals for these crews will be communicated by the Clerk of the Course to the regroup preceding the Power Stage.
- (d) For the purpose of live media, there will be interviews and a podium ceremony after the stop control of the stage. The organisers may stop any car and its crew on the road section immediately after the stop control of the stage, so that they can take part in these media activities. Those crews will be directed by officials at the stop control of the stage who may, if necessary, modify the time allowed for the following road section.

#### 15. SUPER SPECIAL STAGE

- (a) The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser, however, this information must be included in the event Supplementary Regulations, or a bulletin of the rally, prior to reconnaissance.
- (b) Any crew failing to complete the Super Special Stage in the correct manner, as described in the event Supplementary Regulations and in the road book, will be allocated a time for the stage, equal to the fastest time plus 3 minutes (called the “Maximum Time”). Any crew recording an actual time in excess of this time on the stage will be allocated the Maximum Time. Any crews, deemed by the Clerk of the Course, to have taken a route through the stage, shorter than the prescribed route, will also receive the Maximum Time.
- (c) An automobile which fails to complete the Super Special Stage may be removed by the organisers and placed on the road section immediately following the stage. The crew only will then be permitted to work on their automobile, but must still arrive at the following time control within their late time limit.
- (d) The tyres used on the super special stages can be buffed/used rally tyres that ~~do~~ will not count towards the tyre allocation for the event.  
**Note: Part 2 - ARC Technical Regulation, Article 4 Tyres.**
- (e) Unless stated otherwise in the event Supplementary Regulations or advised by Bulletin, the running order for the Super Special Stage will be ARC crews, including invitational crews, then State Rally Championship crews, followed by other competitors.



## 16. RESULTS

- (a) Results will be established by adding the total elapsed times of each special stage and the penalties incurred for each automobile.
- (b) In a Sprint Event, this will apply independently for each heat.
- (c) Details regarding the result of each special stage, as well as any penalty, including penalty for lateness or early arrival at a time control, will be published at the same time as the results.
- (d) Results will become official only at the end of the event and in accordance with (f) and (g) below.
- (e) The event Supplementary Regulations will specify the place where the official results will be posted.
- (f) No official results may be posted or distributed without having been approved by the Stewards.
- (g) Provisional Results will be published on the events official notice board and/or the online notice board as per the event Supplementary Regulations. These **provisional** results will become final 30 minutes after posting, subject to no protest being received, **no issues are raised out of post event scrutiny and have been approved by the Stewards.**
- (h) Protests, if any, must be lodged in accordance with the NCR and these Sporting and Technical Regulations.
- (i) The allocation of points towards each championship and awards as listed in Article 22, are the responsibility of Motorsport Australia. An event organiser may make a preliminary allocation of points for promotional purposes only. This allocation will not be considered to form part of the results.

## 17. FINAL CONTROL

- (a) As soon as each crew arrives at the final control of an event, the automobile will be driven into the parc fermé. This parc fermé may be converted to a holding area, open to competitors and to the public, providing that sufficient marshals are in attendance to ensure that each other requirement for parc fermé is complied with.
- (b) Automobiles are required to open their bonnet and boot once in the final parc fermé to allow for a brief check on each automobile by the ARC Technical Delegate or event Scrutineers, which will be carried out in parc fermé to verify:
  - (i) Its conformity with the automobile submitted at pre-event scrutineering; and/or
  - (ii) If there is cause to impose any penalties specified under ~~the NCR.~~ **these regulations**
- (c) If an automobile is not required for post-event scrutineering, it may be released 30 minutes after the time at which the last automobile in the same competition booked into the final control, or as determined by the Stewards.

## 18. TRAFFIC AND ROADS

- (a) The use by a competitor of any outside assistance to check the condition of a road on a special stage is prohibited.

- (b) Throughout the entire event, each crew will observe the traffic laws of the state in which the event is being run. Where a crew does not comply with these traffic laws, it will be subject to the penalties ~~noted in the NRC~~. **specified under these regulations.**
- (c) Any breach of any Article 18 regulation will result in a report by the Clerk of the Course to the Stewards, who may impose a penalty up to and including disqualification.

## 19. REPAIRS AND SERVICING

### 19.1 GENERAL CONDITIONS:

- (a) Throughout the event, servicing of a competing automobile will only be carried out in a service park, unless Article 19.3(i) of these regulations applies, however, the crew, using solely the equipment on board and, with no external physical assistance, may perform service on the automobile at any time, other than where this is specifically prohibited.
- (b) The speed of an automobile in the service park must not exceed 30 km/h. Failure to comply with this limit will result in a penalty being applied by the Stewards.
- (c) When necessary, as part of service, changing of a fuel tank, changing of a fuel pump, changing of a fuel filter, changing of any other item of the fuel circuit, and/or the emptying and/or refilling of fuel is permitted in a service park provided that:
  - (i) The work is carried out under the supervision of a marshal;
  - (ii) No other work is carried out on the automobile during the fuel emptying and/or refilling operation;
  - (iii) A suitable safety perimeter is established around the automobile;
  - (iv) Team members are present with fire extinguishers, sufficient in capacity and suitable for use on flammable liquid; and
  - (v) Only sufficient fuel is added during such a refilling operation to reach the next refuel zone.
- (d) Each service crew will, at all times, be subject to the provisions of Article 4.4 of the NRSR (Events General).
- (e) End of Heat/Leg 1 Service Park:
  - (i) **Sprint Event** - Between the end of the last special stage of a heat and the overnight parc fermé of each event, a two-hour service will be established, and which will have an entry and exit time control. Flexi-service, with a maximum delay time of 1 hour, will apply at this service.
  - (ii) **Endurance Event** - Between the end of the last special stage of a leg and the overnight parc fermé of each event, a 45-minute service will be established, and which will have an entry and exit time control. Flexi-service, with a maximum delay time of 45 minutes, will apply at this service.
  - (iii) If the end of leg/heat service is followed by a liaison section, an automobile may be booked out of the service early, without penalty.

### 19.2 DEFINITION OF PROHIBITED SERVICE:

- (a) Prohibited service includes:
  - (i) The use or receipt by a crew of a manufactured material (solid or liquid, other than drinking water supplied by the organiser), spare part, tool, or equipment, other than one carried in a competing automobile.
  - (ii) The presence of a member of the team or a team automobile within one kilometre of its competing automobile on a road section, except:

- (A) In a service park, or where specifically permitted by means of a bulletin; or
  - (B) In a special stage from the yellow sign at the beginning of the time control to the beige board at the stop point at the end of the special stage.  
**NOTE:** At the time control or stop point, the service automobile must be parked within sight of the control officials.
  - (C) Where the competing automobile is following the route as prescribed in the roadbook, and is required to use the same road at the same time as team personnel following the service automobile route, as prescribed in the service book, provided they do not stop at the same location at the same time.
  - (D) For a competing automobile waiting at the time control at the entrance to a regroup or service park, or parked inside a regroup, or at a supplementary refuel location, where the passing of food, drink, and information (road book, etc.) to or from the crew is permitted.
  - (E) Whilst transporting the crew to or from the parc fermé.
- (b) The deviation of the competing automobile from the route of the event whilst travelling through any prohibited service area.

### 19.3 REFUELLING

- (a) An event organiser may submit to Motorsport Australia, for approval, refuelling regulations specific to an event, based upon the recommendations/approval of local authorities (such as fire authorities) and in accordance with their requirements. Each submission must include a Risk Assessment. Approved refuelling regulations must then be included in the event Supplementary Regulations.
- (b) Where an event organiser has not received the approval of Motorsport Australia for specific event refuelling regulations, the following will apply:
  - (i) A competitor may refuel only in the refuel zone designated by the organiser in the road book, except as detailed under Article 19.1(c). Alternatively, each competitor using pump fuel may also refuel from a pump at a filling station, if marked in the road book.
  - (ii) The refuel zone entry/exit will be marked by a blue fuel container symbol.
  - (iii) Fuel must be stored in the refuel area during the operation of the service park.
  - (iv) Decanting of fuel between containers must only be done within a refuel zone or a bunted storage area.
  - (v) Action inside a refuelling zone not directly involved in the refuelling of the competing automobile is prohibited.
  - (vi) In each refuelling zone a 5 km/h speed limit will apply.
  - (vii) It is recommended that, in the refuelling area, each service crew member wears fire-resistant clothing, gloves, covered footwear and goggles.
  - (viii) The responsibility for refuelling is incumbent upon the crew alone and must be done in a manner which ensures that no fuel is spilt.
  - (ix) The engine of each automobile must be switched off throughout the refuelling operation.
  - (x) Solely for the purpose of assisting with the refuelling procedure for their automobile, a maximum of 2 team members of each crew may access this zone.

- (xi) It is recommended that the crew remains outside the automobile during refuelling, however, should they remain inside, each safety belt must be unfastened.
  - (xii) In the event of a breakdown, the automobile concerned may be pushed out of the zone by crew members, officials and team members without incurring any penalty.
  - (xiii) Any breach of the refuelling regulations will be reported to the Stewards for consideration of disqualification or other penalty.
- (c) Remote refuel locations may be used by the event organiser, where the distance to be travelled back to the main service area is too great for the competing automobiles. A minimum of 5 minutes will be allowed for in the liaison for refuelling, plus an additional 3 minutes for tyre marking if the event Supplementary Regulations allow for the changing of tyres.

#### **19.4 REMOTE SERVICE ZONES**

- (a) Each event organiser may make provision for the use of Remote Service Zones in order to extend the distance between central services.
- (b) Each Remote Service Zone will:
  - (i) Have a time control at the entrance and exit;
  - (ii) Be scheduled for a maximum of 15 minutes for any one automobile;
  - (iii) Allow for the changing of tyres and the fitting of spotlights, supplied from a service automobile, for night stages, and any service using equipment and parts as listed in Article 19.4(d);
  - (iv) Incorporate a tyre marking zone after the exit time control; and
  - (v) Admit only authorised team personnel, the event officials and media with appropriate passes.
- (c) When a service automobile enters a Remote Service Zone, it must do so as directed by the officials in charge and must vacate the zone immediately after the departure of the last automobile that it is servicing. No competing automobile can be parked alongside its service automobile.
- (d) Except for the use of jacks, chassis stands, ramps, wheel nut spanners, torque wrenches, hand-tools, and oils and fluids for replenishment, the team personnel may use only equipment or parts and tools carried on board the competing automobile. Tools may be battery operated. There will be no restriction on the use of personal protective equipment, or any item generally recognised as necessary to carry out a service procedure in a safe manner.
- (e) A Remote Service Zone is strictly a no smoking area and refuelling within this area is prohibited. The organiser may establish a Refuel Zone at the exit from the Remote Service Zone.
- (f) Each zone must be scheduled so that the same team personnel can attend each zone, as well as the Service Park. Instructions on a recommended route will be provided.

#### **19.5 Flexi Service**

- (a) **For the operation of flexi-servicing, crews will enter the Flexi Service Holding Area/Parc Fermé. Crews may then either enter the Service Area or leave their car in the Flexi Service Holding Area.**

- (b) Should a car be unable to be driven under its own power from the Flexi Service Holding Area to the Service Area, the marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.
- (c) The competing car may be driven by an authorised representative of the competitor from the Flexi Service Holding Area to the Service Area and vice versa, respecting all the formalities of time-card presentation and related penalties.
- (d) The competing car may be returned to the Flexi Service Holding Area/Parc Fermé before the Flexi Service time has elapsed without penalty.
- (e) The operational window of Flexi Service time is left to the discretion of the organiser but must be declared on the rally itinerary.

## 20. DUAL/MULTIPLE STATUSEVENTS

Where an ARC event includes another competition (e.g. State Championship), the following conditions will apply:

- (a) Where there is a limit on the number of starters, preference will be given to ARC competitors who have competed in previous ARC events in the present year, or the last events of the previous season.
- (b) Each automobile must comply with the advertising requirements for the ARC, with the exception of control tyre stickers. In the case of a FIA international event, where there is a conflict between the Event Regulations and these Sporting and Technical Regulations, the Event Regulations will take precedence.
- (c) Competitors that are eligible for the relevant State Rally Championship may also be entered in the ARC section of an event. These entrants will be eligible for awards and points in both the State Rally Championship and the Australian Rally Championship. Where competitors enter only the State Rally Championship part of the event, the crew will not be eligible for Australian Rally Championship awards or points.
- (d) Where competitors enter only the State Rally Championship component of the event, they will be seeded behind the Australian Rally Championship crews.
- (e) For requirements specific to a combined ARC and FIA international event refer to Appendix B.

## 21. EMERGENCY PROCEDURES / RED FLAGS

- (a) Crews must make themselves familiar with the emergency procedure outlined in the front of the road book. Failure to adhere to these requirements will be reported to the Stewards for consideration of disqualification or other penalty.
- (b) Emergency Procedure  
In the case of an accident where urgent medical **or fire** attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist. ~~Where an electronic tracking/warning system is in use, any manual "SOS" function should, if possible, be activated in addition to any automatic process.~~ **The crew, if possible, should press the RallySafe SOS button. This can be done at any time following an accident, even if the OK button has been activated.**

**Any crew which has, the RallySafe red SOS screen displayed, the red "SOS" sign displayed to them, or which sees a car which has suffered an accident,**

and the OK sign is not shown, shall immediately and without exception stop to render assistance. 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 and proceed as specified in Art. 21. (d). Crews affected by this procedure will be allocated a time according to Art. 21. (e).

- (c) RallySafe Red Flag  
RallySafe red flags will be used in all competing cars. When activated from rally control, the screen of the RallySafe console will turn red and show the message “RED FLAG.” Crews must immediately confirm the electronic red flag by pressing the “ACKNOWLEDGE” button and proceed as specified in Art. 21. (d).
- (d) Meaning of a Red Flag  
On passing a displayed red flag and/or receiving an electronic red flag, whichever happens first, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.
- (e) Interruption of a Special Stage (including Super Special Stages) – Notional Time  
When a special stage is interrupted or stopped for any reason, the Clerk of the Course will allocate, to each affected crew, a time which is judged to be reasonable and fair. A corresponding notification will be published by the Clerk of the Course, however, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

## 22. AWARDS

### 22.1 GENERAL CONDITIONS

- (a) Championship awards will be made to the driver and co-driver for the respective titles of:
  - (i) Motorsport Australia Rally Champion Driver and Motorsport Australia Rally Champion Co-driver;
  - (ii) Motorsport Australia Rally Manufacturers' Champion.
- (b) For the purpose of allocating points in a FIA international event, the results of the common portion of each event will be combined for each ARC eligible driver and points allocated based on their performance against each other.
- (c) To break a tie, the higher outright placings in each event for the championship will be used to determine the winner. If event placings are equal, then each heat of a sprint event and each leg (heat)/day of an endurance event will be used, if the need arises, to break the tie in accordance with the provisions of Article 4 of the General Conditions for All Titles of the Motorsport Australia Manual.
- (d) A driver, co-driver or manufacturer must have scored points in 50%, or more, of the events to be eligible for awards.

(e) Sprint event points (excluding the Manufacturers' Championship) will be allocated as follows:

- (i) 50, 40, 35, 31, 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4, 3, 2 and 1 for outright places from first to twentieth for each heat.
- (ii) Power stage points will be allocated as follows:  
10, 6, 4, 2 and 1 for outright places from first to fifth.

**NOTE:** To be eligible for heat/leg points, a crew must finish that heat/leg and book into the overnight parc fermé by the time shown in the itinerary as the latest by which classified crews must enter parc fermé.

(f) Compact and endurance event points (excluding the Manufacturers' Championship) will be allocated as follows:

- (i) 100, 80, 70, 62, 56, 52, 48, 44, 40, 36, 32, 28, 24, 20, 16, 12, 8, 6, 4 and 2 for outright places from first to twentieth.
- (ii) Power stage points will be allocated as follows:  
10, 6, 4, 2 and 1 for outright places from first to fifth.

## 22.2 CATEGORIES

(a) Motorsport Australia Rally Champion Driver and Co-Driver:

- (i) The driver and co-driver attaining the highest point score from amongst those competitors driving an eligible automobile will be awarded the Motorsport Australia Rally Championship.

(b) Motorsport Australia Rally Manufacturers' Championship:

- (i) The Motorsport Australia Rally Manufacturers' Championship will comprise each event in the ARC. Every point scored by each registered manufacturer will be counted in determining the champion.
- (ii) An eligible automobile will comply with the following:
  - (A) The Manufacturer (including an importer or distributor) is registered for the Championship in accordance with Article 5;
  - (B) The driver meets the criteria as shown in Article 4(a) and (b);
  - (C) The automobile complies with the ARC Technical Regulations; and
  - (D) Is an automobile which has the same manufacturer for the bodyshell and the engine.
- (iii) Points will be allocated to the two highest placed automobiles from each registered manufacturer. The manufacturer of the automobile will be determined by the original manufacturer of the bodyshell. Each other automobile will be disregarded for the allocation of Manufacturer Championship points.
- (iv) Sprint event points will be allocated as 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for places from first to tenth for each heat.
- (v) Compact and endurance event points will be allocated as 20, 18, 16, 14, 12, 10, 8, 6, 4 and 2 for places from first to tenth overall.



(c) Other Motorsport Australia Rally Championship Cups:

Cup	Eligibility	Participation Requirement
ARC 2WD Cup	Any 2WD automobile, 30 or less years old as at the 1 <sup>st</sup> January of the competition year being contested in the ARC.	Minimum 2 rounds. Best 4 round results to count.
ARC Production Cup	Any PRC automobile entered in the ARC. Maximum of 12 tyres permitted.	Minimum 2 rounds. Best four 4 round results to count.
ARC 4WD and 2WD Classic Cup	Automobiles over the age of 30 years, as at the 1 <sup>st</sup> of January of the competition year being contested, that comply with Motorsport Australia PRC, Classic or Club Rally Car Regulations.	Minimum 2 rounds. Best four 4round results to count.
ARC Junior Cup	All ARC Registered Competitors UNDER the age of 26 years as at the 1 <sup>st</sup> of January of the competition year being contested in the ARC. The competition automobile must be either two-wheel drive or a production non-turbo 4WD.	Minimum 2 rounds. Best four 4 round results to count.

### 22.3 OTHER AWARDS

The following awards will be presented to both the driver and co-driver, if eligible, at each event:

Award
ARC 2WD Cup
ARC Production Cup
ARC Classic Cup 4WD
ARC Classic Cup 2WD
ARC Junior Cup

### 22.4 ELIGIBILITY FOR AWARDS COVERED IN ARTICLE 22.2

Each driver must be registered for the ARC and meet the Eligibility and Participation Requirements as per Article 22.

### 22.5 AWARD NOMINATION

Nomination is automatic for ARC, ARC 2WD Cup, Production Cup, Classic 4WD and 2WD Cup and Junior Cup.

### 22.6 POINT SCORING

- (a) Points are to be allocated in alignment with Article 22.1.
- (b) A driver or co-driver may enter additional ARC rounds, however, only the top specified round results will be counted as per the Participation Requirements in Article 22.2(c).

### 22.7 TYRES

Control tyres, if applicable, must be used as per the Technical Regulations, Article 4.

If a control tyre is required to be used, this tyre will be advised by an annual addendum to these regulations issued prior to the first round of the ARC each year.



## 22.8 PRIZES

The highest point scorer in each cup at the completion of the final round will be declared the winner/s.

## 22.9 EVENT RESULTS AND AWARDS

- (a) Overall results will be issued. Separate results will also be published for ARC and State competitions.
- (b) For each ARC round, the following awards are the minimum which must be presented (where applicable):
  - (i) 1st, 2nd, 3rd ARC Outright, Driver/Co-driver;
  - (ii) 1st Manufacturer;
  - (iii) 1st, 2nd, 3rd ARC 2WD Cup, Outright Driver/Co-driver;
  - (iv) 1st, 2nd, 3rd Production Cup, Outright Driver/Co-driver;
  - (v) 1st Classic Cup 4WD and 2WD, Outright Driver/Co-driver;
  - (vi) 1st, 2nd, 3rd Junior Cup Outright, Driver/Co-driver.
- (c) For sprint events, points will be awarded for each heat, with the crew with the highest number of points over the two heats awarded the trophies at the end of the event.
- (d) In the event of a tie for an event award in a sprint event, the crew with the lowest total time accrued for the event, including penalties, shall be declared the winner.
- (e) For compact and endurance events, each award will be made based upon outright results over the total event.
- (f) Crews who have re-joined under Article 12.1(j) will not be eligible for event awards, or to be on the podium ahead of those crews who have completed the entire course.

## 23. CEREMONIAL FINISH

- (a) Following each event, a ceremonial finish will take place, either on the finish ramp, or within a dedicated podium area.
- (b) The event organiser must make provision in the event schedule for the ceremonial finish to present the awards to each relevant driver and co-driver in each of the various competitions, based on the results available at that time.
- (c) Sponsor hats / caps will be supplied by the ARC Manager to be used in all podium appearances of ARC, ARC 2WD Cup, Production Cup, Classic 2WD and 4WD Cup, and Junior Cup outright winners.

## 24. MEDIA COMMITMENTS

- (a) A crew may be required to attend one or more media commitments, the time and location of which will be specified by bulletin/communiqué. In addition, event organisers are encouraged to include media zones prior to regroupings at their events.
- (b) Each crew is reminded of their obligation to sponsors of the event and should present themselves accordingly.
- (c) Each car must supply on board vision, upon request, to ARC organisers for media use, or allow ARC organisers to mount their own cameras, as required at each event. This includes provisions for nominated crews to supply a 5V power supply via USB-C cable, and provisions for Motorsport Australia to install audio cables/splitters connected to an intercom and RF/networking equipment.

## **25. ADMINISTRATION**

### **25.1 RADIOS**

An organiser is not allowed to restrict the use of radio communication by a competitor or their service crew, except where such use is expressly forbidden by the laws of the State, however, an organiser may exclude the use of the specified frequencies which they are using.

### **25.2 ENTRIES**

- (a) No amendment may be made to the entry form except as follows:
  - (i) A crew change may be made up to the end of pre-event documentation and, in the case of force majeure, at the discretion of the Stewards, prior to the publication of the start list. For a sprint event, this will apply separately to each heat, but may result in a re-seeding of an entry;
  - (ii) A competitor may replace the automobile declared on the entry form by another, up to the nominated closing time for pre-event scrutineering for that automobile; and/or
  - (iii) If, when scrutineered, an automobile does not correspond in its presentation to the Technical Regulations of the group and/or class in which it was entered, this automobile may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class only upon the decision of the Stewards.

### **25.3 BULLETINS**

- (a) Any further regulation issued after the publication of Supplementary Regulations for an event must be in the form of a dated and sequentially numbered bulletin.
- (b) Any bulletin will then form an integral part of the Supplementary Regulations for an event. All competitors are bound by a bulletin once so issued.
- (c) Event organisers may, where reasonably possible, require that competitors sign or otherwise indicate their acceptance of a validly issued bulletin as a condition of being further permitted to participate in the event.
- (d) Permission to publish a bulletin must be sought in accordance with the following:
  - (i) If issued prior to the start of documentation verification, the approval must be sought from Motorsport Australia via the ARC Sporting Delegate; or
  - (ii) If issued after the start of documentation verification, the approval must be sought from the Stewards; or
  - (iii) An organiser may issue a bulletin which relates only to the itinerary and route without the need for approval by Motorsport Australia. Any such bulletin must be drawn to the attention of the Stewards at the earliest possible time.

## **26. MEDIA BROADCAST POLICY AND COPYRIGHT**

- (a) It is a condition of entry, that any vision taken by a competitor, from a competing automobile, using an in-car video or moving film camera, must not be used for commercial use, without the specific approval of the ARC Manager. Any vision taken in this manner may only be used for a private purpose.
- (b) Any such vision must be made immediately available to the ARC Manager, upon request, and who is able to use such video, film and moving images for their own purpose and commercial gain, without any payment or encumbrance.
- (c) No media, competitor, person associated with a competitor, or a team member is permitted to broadcast live from the event, or any part of the event or competition, using any format, without the permission of the ARC Manager.

- (d) Channel 7 is currently the official broadcaster of the Motorsport Australia Rally Championship and, together with Motorsport Australia, hold all rights to all video action at the event. This is to protect the intellectual property of the championship and the value of these rights, including protecting the future value of these rights to any potential new partners in the years ahead. It is also important for the presentation of a consistent brand for the promotion of the championship.
- (e) Crews are also reminded that the addition of cameras affixed on helmets is strictly prohibited.

Table 1 (see below) outlines the key areas to note regarding use of video content, including live streaming. It is emphasised that broadcasting is a very wide and all-encompassing term.

**Table 1**

	Video productions	Live streaming	Posts/reports /articles	Photo/ story coverage
Body	Typical Format			
	TV, Community TV, Facebook, Instagram, Twitter, YouTube etc	Facebook, Twitter private websites etc	Facebook, Twitter, Private or Club Websites, Print Media	Website/social media photo posts
Competitor, Team or Manufacturer	On stage action/onboards can be used only with prior written approval from Motorsport Australia Sharing of vision ARC produced encouraged	No No live streaming can be carried out on stage or in transport. Service park live streams require written approval	Yes	Yes
Individual competitor	On stage action/onboard camera vision can be used only with prior approval from Motorsport Australia Service park videos do not require approval	Not permitted No live streaming can be carried out on stage or in transport. Service Park live streams require approval in writing prior to the Event	Yes	Yes
Event organiser	Motorsport Australia will provide selected watermarked video content Video captured by external contractors cannot be commercialised, watermarked or sponsored without Motorsport Australia's consent and written approval	Only Event-based streams acceptable, e.g. A street party or service park stream – but no on-stage action at any point	Yes	Yes
Non-host broadcaster (all media except for ARC contracted media or Channel 7)	Limited on-stage highlights may be provided for editorial use only	No	Yes	Yes
Logo Use	Not without written approval from Motorsport Australia	Not without written approval from Motorsport Australia	Not without written approval from Motorsport Australia	Not without written approval from Motorsport Australia
Remotely Piloted Aircraft (RPA) - all (media/teams/competitors etc.)	RPA must not be used without prior written consent from Motorsport Australia and any RPA operator must comply with the Motorsport Australia RPA Policy. There are strict CASA regulations around the use of RPA and these will be enforced. FPV, or 'race drones', are strictly prohibited.			

## APPENDIX A Advertising Requirements

### 1. ADVERTISING REQUIREMENTS

The following advertising is required for each automobile competing in the ARC **and as listed in the Sponsors List document**. The only variations are those listed in the notes below.

~~Diagrams are not to scale.~~

#### AREA A / DOOR PANEL

One door panel (each side), total size each 670mm wide by 170mm high, including Area B, and a 10mm white surround between the number and the Door Panel / Organiser's Sponsor signage.

Note: Where the logo, name or image of a "conflicting" manufacturer is included in such signage, manufacturer teams may choose not to carry such signage, upon payment of a fee of \$660.

#### AREA B / COMPETITION NUMBERS

Matte black competition number box at the front of the panel. Numerals must be fluorescent yellow (PMS 803), 140mm high and with a stroke width of 20mm.

#### AREA C / ARC REQUIREMENT

Each automobile is required to have an area 470mm wide x 100mm high, immediately below Area A, both sides of the automobile.

#### AREA D / EVENT SPONSOR PANEL

Each automobile is required to have an area 200mm wide x 380mm high, immediately below Area B, both sides of the automobile.

#### AREA E / MOTORSPORT AUSTRALIA LOGO

Each automobile is required to display the Motorsport Australia logo on each front door or front mudguard of the automobile.

#### AREA F / REAR QUARTER PANEL (1 ARC, 1 EVENT)

Each automobile is required to have two areas on rear quarter panel above body line (if possible), an area 200mm wide x 80mm high, both sides of the automobile.

#### AREA G / WINDSCREEN STRIP

Each automobile in the Australian Rally Championship must display a windscreen strip 100mm high which may be placed directly underneath existing windscreen signage.

#### AREA H / WINDSCREEN NUMBER

Each automobile is required to have an area 100mm wide x 100mm high, at the top of the windscreen on the co-driver's side, which may be used for a competition number.

#### AREA I / FRONT AND REAR

- (a) One Control Tyre Logo on each front corner of the automobile below the headlight.
- (b) One Control Tyre Logo on each rear corner of the automobile below the brake lights.
- (c) Size: 350mm wide x 70mm high.

#### AREA J / ARC

Each automobile is required to have one area on the lower edge of the rear window, 300mm wide x 200mm high, subject to state legislation.

## 2. SIDE WINDOW NUMBERS

Numbers for each rear side window which must be 200mm high with a stroke width of 25mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers must be placed on the rear side windows adjacent to the names of the crew.

## 3. CREW NAMES

The recommended font for all numbers is 'Impact', as this is a narrow font which fits the side windows better and leaves more room for the names of the crew.

## 4. ROOF PLATE (IF APPLICABLE)

Roof plates are at the discretion of each organiser (not shown in diagram). Total size: 400mm high x 500mm wide.

### 4.1 B1 – Forward Roof Plate.

- (a) The upper portion of text is to be placed toward the front of the automobile (i.e. be able to be read normally when viewed from the rear of the automobile).
- (b) Size: 140mm high x 500mm wide.

### 4.2 B2 – Number Background

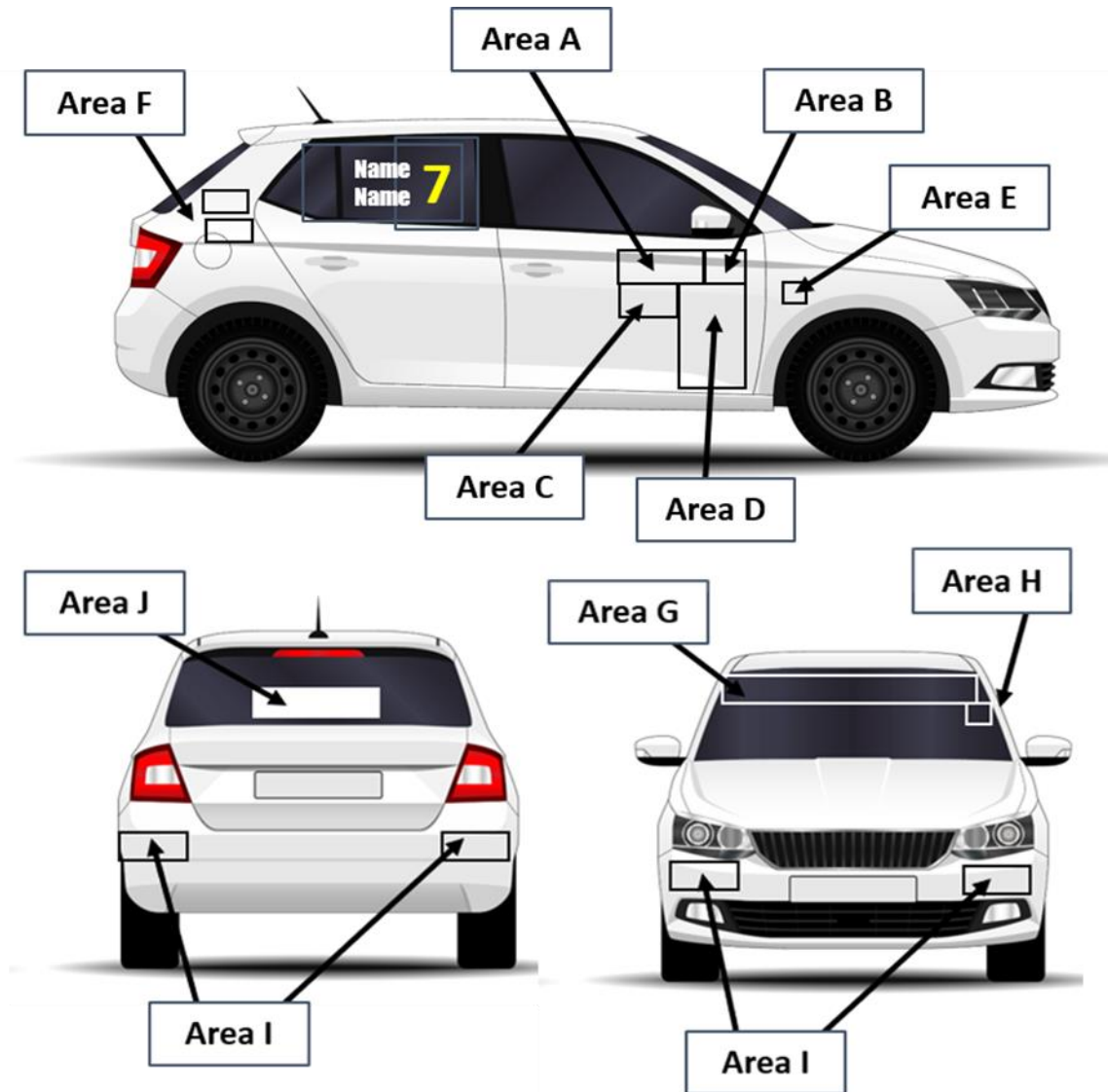
- (a) Reserved for competition number, white background.
- (b) Size: 260mm high x 500mm wide.
- (c) Numerals to be 230mm high, using Helvetica Bold, Zurich Bold or Arial Bold font.
- (d) Competition numbers must be supplied by the organisers of each event. They must be black in colour.

### NOTES:

- (i) No event or series signage may be cut or altered in any way and must be used in the size supplied, unless otherwise provided for in these Regulations and any further relevant approval is granted.
- (ii) For the additional requirements regarding crew names refer to ARC Technical Regulations, Article 2.
- (iii) State Championship only competitors may use the standard doorplate and numbers as used for their relative championships.
- (iv) Control tyre supplier stickers (Area I) are required for competitors entered in the ARC, including invitational competitors. No automobile in the ARC may display tyre brand advertising other than that of the official ARC tyre partner.

Diagram 1

Diagrams are not to scale.



## APPENDIX B Combined ARC and FIA Events

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### 1. COMBINED ARC AND FIA INTERNATIONAL EVENT REQUIREMENTS

For consistency between those ARC crews entered in any associated FIA international event and those in the ARC and other associated events, the penalties and other sporting regulations of the FIA will apply to all events. Any variations are to be included in the event Supplementary Regulations.

### 2. PENALTIES / DISQUALIFICATION

For WRC, APRC and associated events, lateness at time controls ~~[NRC Appendix A]~~ **NRSR SSR 9.1 (c)** is amended to be 10 seconds per minute or fraction of a minute. Disqualification (Late Time) ~~[NRC Appendix A]~~ **NRSR SSR 7 (a)** is amended to be a total lateness exceeding 30 minutes at the end of each section and/or leg/heat will result in the crew being removed from the classification by the Clerk of the Course. The crew may nevertheless restart the rally under the provisions specified for the relevant championship.

### 3. FLEXI-SERVICE – (WRC and APRC)

For the WRC and APRC, ARC Sporting Regulations Article 19.1(e) & 19.5 will be replaced by Article 59.2 of the FIA Regional Rally Sporting Regulations, reproduced in part below. Flexi-service will be available for all crews at the 45 minute services.

The following is subject to change in line with WRC and APRC regulations each year.

#### 59.2 Running of Flexi-Service and Time Schedules

- 59.2.1 *For the operation of 45' flexi-servicing, crews will enter the parc ferme. Crews may then either enter the service park or leave their car in the parc ferme*
- 59.2.2 *Should a car be unable to be restarted and driven under its own power from the parc ferme to the service area before the flexi-service, the marshals and/or team personnel will be permitted to push or tow the car to its dedicated service bay.*
- 59.2.3 *The competing car may be driven by an authorised representative of the competitor only once from the parc ferme to the service park and vice versa, respecting all the formalities of time card presentation and related penalties.*
- 59.2.4 *The competing car may be returned to the parc ferme before the 45 minutes have elapsed without penalty.*
- 59.2.5 *The operational window of flexi-servicing time is left to the discretion of the organiser but must be declared on the rally itinerary. See RRSR Appendix II, Article 4.5.itinerary. See RRSR Appendix II, Article 4.5.*



#### 4. RESTARTING - APRC

For WRC and APRC (National) ARC Sporting Regulations Article 12.1(i) & NRSR SSR 8 will be replaced by Article 54 of the FIA WRC Rally Championship Sporting Regulations, reproduced in part below, for crews failing to finish Leg 1 or Leg 2.

The following is subject to change in line with WRC and APRC regulations each year.

##### 54. Re-Start after Retirement

###### 54.1 GENERAL

- 54.1.1 *Unless stated differently in the Event Supplementary Regulations, a Crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the overnight regroup unless they confirm otherwise with the Clerk of the Course by completion of the form located in the rear of the road book ('final retirement') and lodging it with the organiser as soon as possible and, if feasible, before the publication of the re-start list.*
- 54.1.2.1 *After the Clerk of the Course has been informed of a retirement, the Crew must hand in their time card. When retirement is on a Special Stage or at a Stop Control, that time will not be recorded and Article 54.2 will be applied.*
- 54.1.2.2 *In the case of exceeding the maximum permitted lateness under Article 45 of these regulations, the competitor concerned will be allowed to re-start after the next overnight regroup. The time penalty will be applied as per Article 54.2 from the TC at which the concerned competitor has exceeded the maximum permitted lateness.*
- 54.1.2.3 *Any Crew which has retired from a section on the last day of the rally will not be classified.*
- 54.1.2.4 *Any Crew which deliberately retires with the perceived intention of gaining an advantage will be judged by the Stewards, who may not permit the crew to re-start. The Stewards may apply sanctions against a Competitor and / or crew concerned in accordance with Article 11.9 of the Code.*

###### 54.2 PENALTIES

- 54.2.1 *For all Crews which re-start a time penalty will be applied. For every Stage or Super Special Stage missed, this time penalty will be 10 minutes.*
- 54.2.2 *This time penalty will be added to the fastest time of the Drivers' class for each missed Stage, which will include the Special Stage or Super Special Stage on which the Crew has retired.*
- 54.2.3 *Should retirement occur after the last Special Stage or Super Special Stage before an overnight regroup, the Crew will nonetheless be deemed to have retired on that last Special Stage or Super Special Stage.*
- If a Crew such affected has set the fastest time of the Driver's priority group on that last Stage, its own time will be taken into consideration for the application of the time penalty.*

#### NOTE

All excerpts from the FIA Regulations reproduced above are for information only and the actual regulations contained in the relevant FIA Regulations will apply.



## PART 2 TECHNICAL REGULATIONS

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### 1. AUTOMOBILE ELIGIBILITY

#### 1.1 CATEGORY REGULATIONS

To be eligible for the Motorsport Australia Rally Championship, the crew must compete in an automobile complying with the following:

- (a) FIA Categories (except for WRC or FIA Rally 1 specification)
- (b) Motorsport Australia Rally Classifications:
  - (i) PRC
  - (ii) AP4
  - (iii) G4/G2, including any exemptions approved by Motorsport Australia
  - (iv) Classic
  - (v) Club Car
  - (vi) Other automobiles approved by Motorsport Australia

#### 1.2 ENGINE BLOCK AND BODY SHELL

In any one event, the same engine block and body shell must be used throughout the event in the same automobile.

### 2. CREW NAMES

Each ARC competitor is required to comply with the following requirements.

- (a) The first initial and surname of both driver and the co-driver must be shown on the rear side windows. The letters of both names must be:
  - (i) White upper case for the initial(s) and the relevant applicable letter of the last name with the remainder in lower case.
  - (ii) 60mm high (upper case letters) and with a stroke width of 10mm.
- (b) The driver's name must appear above the co-driver's name on both sides of the automobile.
- (c) In the FIA international events only, the national flag of each crew member must be shown adjacent to the name.
- (d) The names should be placed toward the bottom of the rear side windows.
- (e) Each crew name complying with ARC Regulations will be permitted in all rally events, except for those comprising part of an FIA Championship, where regulations may conflict.

### 3. FUEL

- (a) Only commercial fuel and unleaded racing fuel, as defined by the Motorsport Australia Manual, Schedule G, is permitted. Where a specific rally group is further restricted to a defined fuel in the regulations, that restriction also applies. Leaded racing fuel is not permitted.
- (b) Fuel testing may be carried out at the discretion of the ARC Technical Delegate.

- (c) Any competitor and/or driver found to be in breach of the fuel regulations will face disciplinary action, which may entail a penalty as high as a suspension of the Motorsport Australia competition licences of all parties involved, together with a monetary fine, and will, in all cases, automatically result in their disqualification from the event in question.

A second offence in the same championship year will entail a penalty of a further suspension of the Motorsport Australia competition licences of all parties involved, together with a monetary fine.

- (d) An automobile will be required to be able to travel the distance between refuels at an event, based upon fuel usage of 1.3km/litre on special stages and 4.5km/litre on liaisons, with 55 litres of fuel available. Competitors needing to use more fuel per kilometre can use a fuel tank with a larger capacity which complies with Motorsport Australia automobile requirements.

#### 4. TYRES

- (a) The control tyre, if applicable, and other relevant information on tyres, will be advised by an annual addendum to these regulations issued prior to the first round of the ARC each year.
- (b) Exemptions to the number of tyres allowed will be made for additional tyres used on super special stages which may be any control tyre meeting the requirements of the event Supplementary Regulations and the ARC Technical Regulations, Article 4.
- (c) Additional tyres, over those specified in the ARC Technical Regulations, Article 4, may be used, but will result in a penalty of two minutes per tyre used, in excess of the maximum permitted. If a crew is directed by a Scrutineer to replace a tyre for safety reasons, such replacement will also result in a penalty of two minutes per tyre if the maximum number of tyres is exceeded.
- (d) Each control tyre will be fitted with barcodes and each tyre fitted to, and carried in, the automobile will be marked/checked at the exit of each service and may be checked at any other time by event officials.
- (e) Once recorded at an event, a tyre may not be substituted for another tyre.
- (f) At all times when leaving the start of a heat/leg or any service park, the tread depth of the tyres fitted to a competing automobile must not be less than 3mm over at least 75% of the tread pattern.
- (g) At each tyre marking/checking location, a team representative must hand to the tyre marking team leader, a tyre declaration form filled out fully and signed. These tyre declarations will be supplied by the Scrutineers and/or Technical Delegate at each event.
- (h) Each competitor is responsible for ensuring that tyre markings are not removed in any cleaning process during the running of the event.
- (i) The maximum penalty for deliberately misrepresenting the number of tyres used, or wilfully breaching the provisions of Article 4, will be the loss of all points already scored in the current year, together with a monetary fine. In the case of a registered manufacturer, this will apply to all automobiles from that team.
- (j) **The use of the control tyre is subject to availability. Motorsport Australia reserves the right to limit/amend the use of any pattern/compound for an individual rally which will be advised by event Bulletin for the affected rally.**

## 5. SCRUTINEERING

- (a) Each automobile must undergo the relevant requirements for scrutineering prior to starting the event. Each automobile is required to be presented for scrutineering in accordance with the instructions and timetable in the Supplementary Regulations/Bulletin for an event.
- (b) At the discretion of the ARC Technical Delegate, each competitor registered for the ARC may present a signed Certificate of Technical Conformity. The automobile will then be subject to random checks.
- (c) The maximum penalty for deliberately competing in an illegal automobile may be the loss of all points already scored in the current year, together with a monetary fine. In the case of a registered manufacturer, this may apply to all automobiles from that Team. This will be reported to the Stewards for consideration of penalty.
- (d) Documentation verification must be completed prior to pre-event scrutineering, unless for exceptional reasons recognised by the Stewards.
- (e) An automobile which reports to a scrutineering area outside the prescribed time limits for that competitor, except in the case of force majeure, will be:
  - (i) Subject to a monetary penalty, issued to the competitor, as specified in the event Supplementary Regulations; or
  - (ii) Not permitted to start.
- (f) The crew must have available, for the purpose of scrutineering, the homologation form for the automobile, including any appendices to this form, or, if the automobile is not homologated, the relevant workshop manual. If these are not submitted, the Stewards may pronounce a penalty which may go as far as refusal to permit the automobile to start.
- (g) If, during scrutineering, an automobile is found not to comply with Technical and/or Safety Regulations, the Stewards may set a deadline before which the automobile must be made to comply. Any competitor who fails to meet automobile re-presentation requirements as directed will be refused permission to start the event.
- (h) Should there be any doubt as to the conformity of an automobile with the Technical Regulations, either after pre-event scrutineering, at the start, or during the running of the event, the Stewards may, following a report from the Chief Scrutineer, issue a formal warning to the competitor and set a deadline by which the automobile must be made to conform. Any automobile which does not comply will be refused to start or be disqualified.
- (i) The scrutineering carried out before the start will be of a general nature (e.g. checking of licences, registration, make and model of automobile, apparent conformity of the automobile with the group in which it is entered, essential safety items, etc.).
- (j) Each organiser must make provision for the checking, compulsory marking and sealing of the restrictor/s and turbocharger/s for each relevant automobile.
  - (i) Each competitor concerned must be summoned individually to present their automobile/s and any spare restrictor/turbocharger assemblies which they may deem necessary. Each turbocharger must be presented cold and already drilled for sealing as per the Turbocharger Sealing Requirements shown in the NRSR Vehicles General (e.g., a metal wire allowing a seal to be applied must be in place).

- (ii) The competition automobile does not need to be present at turbo scrutineering.
  - (iii) Only those assemblies which have been sealed may be used during the event. The Chief Scrutineer must be informed of any substitution throughout the event.
  - (iv) It is compulsory to submit any replaced assemblies to the Chief Scrutineer.
  - (v) If it is noted at any time during the event that an assembly has not been submitted or that one which has not been checked has been used, the automobile will be excluded from the event.
- (k) Additional checking of the crew members and of the automobile may be carried out at any time during the event. The competitor is responsible for the technical conformity of the automobile throughout the entire duration of the event, under pain of any penalties as determined by the Stewards.
- (l) Each crew who gains points in a heat/leg, and fails to finish the final heat/leg, must make their automobile available for scrutineering prior to departing the event. Failure to do so may result in loss of points from the earlier heats/legs.
- (m) Post-event scrutineering may involve the dismantling of an automobile and/or its components for detailed inspection.
- (n) Automobiles for post-event scrutineering will be:
- (i) First place in the general classification and two other automobiles chosen by the Stewards;
  - (ii) Each other automobile selected at the absolute discretion of the Stewards;
  - (iii) Each automobile required to be examined following a protest, which must be lodged within 30 minutes of the last finisher in the relevant part of the event completing their competition; and
  - (iv) Each automobile required to be examined following a decision of the Clerk of the Course.
- (o) Each automobile required for post-event scrutineering must be accompanied by the relevant homologation papers, recognition documents or workshop manual under payment of any penalties imposed by the Stewards. Each item to be examined at post-event scrutineering shall be as approved by the Stewards.
- (p) After the completion of Heat/Leg 1, each selected automobile may be subject to scrutineering.
- (q) Once an automobile has been released from parc fermé at the finish of the event, it cannot be recalled for inspection.
- (r) The Stewards may request additional checks and/or additional automobiles to be checked.
- (s) Should identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the automobile will be disqualified from the event immediately.

## 6. AUTOMOBILE WEIGHTS

- (a) Automobile weights will be applied in accordance with the following:
  - (i) Each FIA recognised automobile will be required to comply with the relevant FIA Technical Regulations (i.e. R5 or Rally 2).
  - (ii) Each Motorsport Australia classified automobile will be required to comply with the relevant Technical Regulations (i.e. AP4, G2, G4, PRC, Classis, Club Rally Car).
    - (A) When two spare wheels are carried in the automobile, the second spare wheel must be removed before weighing.
    - (B) At no time during the competition may an automobile weigh less than this minimum weight.
    - (C) The use of ballast is permitted under the conditions provided for in the relevant PRC regulations.