

SPORTING AND TECHNICAL REGULATIONS

VERSION 6
20/09/2021

Motorsport Australia Rally Championship Sporting and Technical Regulations

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PART 1 – SPORTING REGULATIONS

1. PREAMBLE

Motorsport Australia has undertaken changes to the National Competition Rules (NCR) for 2021. The name of the National Competition Rules has been changed to the National Rally Standing Regulations, and the changes made to the NRSR has been input to these regulations for publication as an updated version for 2021.

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 to ensure Event delivery.

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

- (a) General Manager Motorsport - Michael Smith, msmith@motorsport.org.au
- (b) ARC Manager – Adrian Coppin, acoppin@motorsport.org.au
- (c) ARC Manager - Sporting, Competition, and Compliance, Michael Clements
mclements@motorsport.org.au

ARC Manager – Competition Roles and Responsibilities

The ARC Manager – Competition is appointed by Motorsport Australia (equivalent of 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 Manager - Competition will act in accordance with the Rules and will work in consultation with the Clerk of the Course as appropriate.

The ARC Manager – Competition, will work closely with the Clerk of the Course on the following matters. The Clerk of the Course may give orders in respect of them providing they are in mutual agreement:

1. 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 Code or Sporting Regulations.
2. The stopping of any car in accordance with the Code or the Sporting Regulations.
3. The stopping or suspension of the rally in accordance with the Sporting Regulations if they deem it unsafe to continue and ensuring that the correct restart procedure is carried out.
4. The seeded entry list and any changes to the published list.
5. The use of course cars to restart a stage after a stoppage.
6. The imposition of penalties in accordance with the rules.

The ARC Manager – Competition will conduct investigations into alleged breaches of the rules 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 Manager - Competition and the Clerk of the Course must be present in Rally Control at the start of competition of the first stage.

The ARC Manager - Competition must be in radio/phone contact with the Clerk of the Course and the Chair of the Stewards Panel at all times 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.

Other ARC Personnel:

ARC Technical Delegate

- Barry Habgood 0419 691 513

ARC Results

- Garry Searle 0418 815 595

1.2 MOTORSPORT AUSTRALIA RALLY CHAMPIONSHIP

- (a) The ARC will be National Championship Special Stage Rallies, held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR of Motorsport Australia, the National Rally Standing Regulations, these Regulations the event supplementary regulations and any further Supplementary regulations or Bulletin authorised under these regulations.

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

- (b) The events will be conducted under and in accordance with the Motorsport Australia OH&S, and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsportaustralia.com.au

- (c) The ARC will consist of each rally Event listed in Article 3 - Championship Schedule.

- (d) 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 (it may include a SSS 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 available on one of the preceding days. 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. 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 a FIA International Event, whereby the relevant FIA regulations may take precedence.

1.3 MOTORSPORT AUSTRALIA RALLY MANUFACTURERS' CHAMPIONSHIP

The Motorsport Australia Rally Manufacturers' Championship will consist of each rally Event as listed in Article 3 - Championship Schedule.

2. ADVERTISING & 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 must be clearly indicated in the Supplementary Regulations for each Event or in a Bulletin before the start of the Event.

- (e) Competition numbers will be supplied by the Organisers of each Event.

- (f) Each item of signage shown in the Supplementary Regulations for each Event 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 2021 Motorsport Australia Rally Championship and the 2021 Motorsport Australia Manufacturers' Championship will be conducted over the Event schedule in the table below. **Motorsport Australia reserves the right to amend the event schedule in the case of Covid 19 State Border closures.**

	Date – 2021	Event	State	Event Type
1	10-11 April	National Capital Rally	ACT	Endurance
2	21-23 May	Rally of Queensland	QLD	Sprint
3	10-11 December	Monaro Stages	NSW	Compact

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 & Co-driver Competition licence. 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 21.4 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) Each Crew must present a valid version of the following items at Documentation if applicable:
 - (i) Motorsport Australia Passbook/Competition licence (Competitor [Entrant], Driver and Co-driver);
 - (ii) Civil Driving licence for each Crew member in accordance with 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) In order to be eligible for Championship points within the 2021 Motorsport Australia Rally Championship, Competitors must comply with all aspects of the ARC Sporting & Technical Regulations and enter the ARC component of each Event.

Each Driver and Co-Driver **will be required to register prior to entering their first Event** in which they are to compete. No Registration fee will apply to the ARC Registration.

Registration at rally.com.au

- (b) ARC points will be allocated to each Crew entered in each Event in accordance with Article 19.

5.2 MOTORSPORT AUSTRALIA MANUFACTURERS' CHAMPIONSHIP

- (a) Automatic registration will apply to all manufacturers that participate in the 2021 Motorsport Australia Rally Championship.

No fee will apply to the ARC Manufacturer Registration.

- (b) Each manufacturer must compete in a **minimum of 2** rounds of the championship 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 Schedule D (refer Motorsport Australia Manual; General Requirements for Cars and Drivers).

7. EVENT REQUIREMENT

- (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 of a **Compact event shall be 120km and each** Sprint or Endurance Event will be 160km. Reconnaissance must be able to be completed in one day, or the sum of equivalent of one day (e.g. Thursday afternoon and Friday morning).

- (f) 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) 1st Offence:
 - (A) up to 15 km/h above the speed limit - \$250; and
 - (B) over 15 km/h above the speed limit - \$500.
 - (ii) 2nd Offence:
 - (A) up to 15 km/h above the speed limit - \$500; and
 - (B) over 15 km/h above the speed limit - 30 second penalty (added to Heat/Leg 1).
 - (iii) 3rd Offence:
 - (A) Refusal to start the Event.
- (b) If a member of the Crew is found on the course in the period two (2) months prior to the start of the Event, with the exception of the period allowed for reconnaissance as per Supplementary Regulations for an Event and any authorised use, 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 they traverse.
- (c) If a person associated with a Competitor, is found to be in breach of a regulation relating to reconnaissance, or who acts in such a manner as to bring the event into disrepute, they will be subject to a substantial monetary fine, the amount of which will be at the Organiser's discretion. At their first meeting, the Stewards will examine the circumstances of this fine and 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.
- (d) Unless otherwise specified in the Supplementary Regulations for an Event, the use of any rally tyre in reconnaissance is NOT allowed.
- (e) 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 or FIA licence or other recognised licence and the payment of one third of the entry fee.
- (f) Crews will be issued with a pass covering each stage and valid for two (2) passages over the course.
- (g) Each reconnaissance vehicle 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 vehicle for the entire duration of reconnaissance. No car without numbers attached will be allowed to preform recce.
- (h) The maximum speed limit applicable on all forestry special stages during reconnaissance shall be 60kmh and the maximum speed limit on council special stages will be 70km/h unless sign posted lower speeds and all crews are required to strictly adhere to this limit. **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 a bulletin.

- (i) The maximum speed limit applicable on the Super Special Stage is 30k/h and all crews are required to strictly adhere to this limit.
- (j) The speed of the vehicles being used for reconnaissance may be monitored by Officials using Speed Cameras and Radar guns or in car GPS units.
- (k) 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.
- (l) 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 course to monitor crew compliance with these laws and Regulations.
- (m) The organisers may specify further conditions for reconnaissance in Supplementary Regulations/Bulletin, including specific times for reconnaissance of stages.
- (n) Reconnaissance may be carried out in any road-registered vehicle. Advertising, underbody protection, safety equipment and internal navigational aids are permitted.
- (o) The carrying of radar detectors in the vehicle during the event is prohibited.
- (p) The tyres to be used are to have a maximum groove width and depth of 8mm and no other opening in the tread may be 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 order of 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 competitors with no DPI determined by the Clerk of the Course or by some other process as described in the Supplementary Regulations for that event.
- (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 each ARC entry will be seeded together unless the ARC entrant is entered in the APRC section of the Event.
- (e) For Sprint Events the starting order for Heat 2 will be as per the results of Heat 1, except where the Organiser or ARC Manager deems this inappropriate. For Endurance Events the start order for day 2 will be as per the results of day 1, except where the Organiser of the ARC Manager deems this inappropriate.
- (f) 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 Asia Pacific Rally Championship Final, car number "1" will be reserved for the current APRC Champion.
- (g) All requests for reseeding or alteration to road position must be submitted in writing to the Clerk of the Course with supporting documentation.

11. CREWBRIEFING

Each Crew member must attend any compulsory Crew briefing (if any) at the place and time notified in the Supplementary Regulations for that Event. Crew Briefings can 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 & NRSR EG 5.4, the Organisers may abandon, cancel, alter or terminate the Event at any point.
- (d) One or more Competitor Relations Officer (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) There will be at least one CRO at each Event 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.
 - (iii) Withdrawal of entry prior to the date of close of entries.
 - (iv) Where, due to COVID 19 – State or International border restrictions are implemented, a Competitor is unable to attend an Event.
- (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 Permit Fee Payable); or
 - (ii) Withdrawn without participation in testing: up to 70% refund.
- (g) Each automobile will be required to be fitted with an identification transmitter as part of the SOS tracking system. If required, instructions regarding collection, fitment, and return of the transmitter will be issued to each Crew at documentation. The installation of this device will be checked at scrutiny. 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 NRC 8 (a), (b), (c), (e) and (g), and will be eligible to be classified in the results providing that they have 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 get obtain permission from the Clerk of 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 NRC 8 (a), (b), (c), (e) & (g), and will be eligible to be classified in the results providing that they have 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 gain permission from the Clerk of the Course to re-join.

- (j) A Crew that has re-joined (re-started) during the Event and has complied with Sporting Article 12.1 (h) or (i) of these regulations, a time penalty will be applied. This time penalty will be as follows:
- (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;

unless stated differently in the Event Supplementary Regulations.
 - (ii) The 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.
 - (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.
- If a crew such 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 vehicle for the RallySAFE GPS and tracking system.
- (i) Installation instructions are available at:
<http://RallySAFE.com.au/wp-content/uploads/2017/03/RallySAFE-Car-Fitting-Kit-Instructions-2017.pdf>
 - (ii) Operating instructions are available by reference to the Briefing Video Tutorial at:
<https://RallySAFE.com.au/competitors-tm/>
 - (iii) RallySAFE wiring loom, antennas and mounting kit can be purchased for \$175.00 (plus GST & postage). Contact Rally Safe at:
<https://shop.statusas.com/shop/category/RallySAFE/fitting-kits/>
 - (iv) The RallySAFE GPS units and tracking systems will be available at Scrutiny.
 - (v) The correct functioning and installation of the equipment will be checked at scrutineering.
 - (vi) The power supply to the RallySAFE unit and the proper connection of all aerials must be continuous from 30 minutes prior to the vehicle leaving the first Time Control of a day until the car reaches the final Time Control of that day or retires from the Event. Interruptions to the power supply or aerial connections or any other misuse of the RallySAFE equipment may be reported to the Stewards of the Meeting who may impose penalties that may go as far as exclusion.
 - (vii) If the unit is damaged whilst in the care of the competitor, then the competitor is responsible to pay for repairs or replacement, as necessary. Insurance is available from RallySAFE see:
<https://shop.statusas.com/shop/category/RallySAFE/damage-waivers/>
 - (viii) Should a competitor retire, they must return the tracking unit to RallySAFE in the Service Park as soon as possible. Competitors are responsible for the return of

tracking units to a RallySAFE representative or 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 vehicle must then allow the other vehicle to pass at the first safe opportunity. Any refusal to allow another car to overtake will be considered to be a breach of NRSR EG Art 3.8.
- (c) Transmission of send/receive of overtaking messages are logged in both vehicles. These will be available to the Clerk of the Course and to the Stewards of the Meeting in consideration of any penalty for failure to allow the vehicle to overtake.
- (d) Transmissions of SOS/OK signals from other cars are logged in both vehicles. These will be available to the Clerk of Course and to the Stewards of the Meeting in consideration of any penalty for failure to stop at an accident/incident.

12.3 TIMING

- (a) Timing increments will be as follows:
 - (i) Special Stage: to the elapsed 1/10th of a second; and
 - (ii) Power Stage: to the elapsed 1/100th of a second; and
 - (iii) Time Control: 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 as long as the clock has not reached 10.51.00.
- (c) At the start of each Special Stage, each Crew will 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 a false start.
- (e) Should the electronic starting system fail, the start will be given manually by an Official in accordance with the NRSR SSR, 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 taken by the breaking of a beam, or use of the primary RallySAFE timing system, and this will also be backed up by a manual system. The beam and timekeepers will be positioned on the timing-line.
- (g) The Time Card will 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 SSR Appendix D for standard Time Card)
- (h) Where official shakedown, reconnaissance, or other Event-required activities are being undertaken on the same day as the Start of the Rally, and a Crew is prevented from starting a Super Special Stage run on the Friday evening of the Event as a result (as determined by the Stewards), each such Crew will be permitted to start Heat/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 Results Manager which may be adjusted following 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 Stage/s by the Clerk of the Course in consultation with the Results Manager which may be adjusted following 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 for at least six hours (Sprint Event) prior to the scheduled time of departure of the first automobile in the subsequent Heat, or as detailed in the event itinerary.
- (k) For an Endurance Event each automobile having started but not necessarily finished the previous Leg must be placed in the overnight parc fermé at least six hours prior to the scheduled time of departure of the first automobile in the subsequent Leg, or as detailed in the event itinerary.
- (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 12.3(k) for an Endurance Event.
- (m) Crew may book in early at controls without penalty as defined in the events itinerary (**E** symbol by the 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 Vehicle 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 definition of a Special Stage and Super Special Stage is 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 Article 12.1(j).
- (c) During a Special Stage, assistance is forbidden except as allowed for by Article 18.2(c) from another Crew competing on that Stage. 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.

14. POWER STAGE

- (a) The Organiser will include one special stage called a "Power Stage" with the purpose of Enhancing media coverage.
- (b) The Stage will be run as the last stage of the Event for each ARC classified competitor.
- (c) The start order and intervals of the cars which will be covered by live media will be decided by Motorsport Australia and the ARC Managers in discussion with the Clerk of the Course. The start intervals for these crews will be communicated by the Clerk of the Course to the regroup proceeding 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 this. 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) Any crew failing to complete the Super Special Stage in the correct manner described in the Supplementary Regulations and the Road Book will be allocated a time for the Stage, equal to the fastest time plus 3 minute (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 to have short cut the course by the Clerk of the Course will also receive the Maximum Time.

- (b) A vehicle which fails to complete the Super Special Stage may be removed by the Organisers and placed on the road section immediately after the end of the Stage. The crew only will then be allowed to work on their vehicle but must still arrive at the following time control within their Late Time Limit.
- (c) The tyres used on the Super Special Stages' can be buffed Rally Tyres that do not count towards the tyre allocation for the event.
- (d) The running order for the rally will be ARC (incl. Invitational) crews, then State Rally Championship and then other Competitions **unless stated otherwise in the Supplementary Regulations or Bulletin**.
- (e) The warming of tyres, heavy braking or unnecessary swerving on road sections will not be tolerated during the event. Any reported instances of such behaviour will be treated as a breach of the Motorsport Australia ARC Sporting Regulations will be referred to the Clerk of the Course for further action.

16. RESULTS

- (a) Results will be established by adding the total elapsed time of each Special Stage and the penalties incurred for each automobile. In a Sprint Event this will apply independently to each group for each Heat. Results showing all automobiles together will not be published.
- (b) 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.
- (c) Results will become official only at the end of the Event, and in accordance with (e) and (f) below.
- (d) The Supplementary Regulations will specify the place and time where the official results will be posted. Should publication of the results be delayed, the new time of publication will be indicated.
- (e) No official results may be posted or distributed without having been approved by the Stewards.
- (f) Provisional Results will be published on the events Official Notice Board & Online as per the event Supplementary Regulations. These results will become final 30 minutes after posting, subject to no protest being received.
- (g) Protests, if any, must be lodged in accordance with Part XII of the NCR and these regulations.
- (h) The allocation of points towards each Championship, and Awards listed in 21.4, is the responsibility of Motorsport Australia Administration. 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 the public, providing that sufficient Marshals are in attendance to ensure that each other requirement for parc fermé is complied with.
- (b) ***Vehicles 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 the penalties specified under NRC.
- (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.

18. TRAFFIC AND REPAIRS (SERVICING)

18.1 GENERAL CONDITIONS:

- (a) Throughout the Event, servicing of a competing automobile will only be carried out in a Service Park unless Article 12.3(l) 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 may 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) Marshals 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) 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.

18.2 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.

- (c) 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 safe passage of other road users.
- (d) 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.
- (e) Each Service Crew will at all times be subject to the provisions of Art. 4.4 of the NRSR (Events General).
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 Park will be established which will have an entry and exit Time Control. Flexi-service, with 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 Park will be established which will have an entry and exit Time Control. Flexi-service will apply at this service.
 - (iii) If the Service Park is followed by a liaison section, an automobile may be booked out of the Service Park early without penalty.
- (f) The use by a Competitor of any outside assistance to check the condition of a road on a Special Stage is prohibited.
- (g) 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.

18.3 Refuelling

- (a) An Event Organiser may submit, to Motorsport Australia for approval, refuelling regulations specific to an Event based on the recommendations/approval of Local Authorities (such as Fire Authorities) in accordance with their requirements. Each submission in this case must include a Risk Assessment. Approved refuelling regulations must then be included in the Supplementary Regulations for an Event.
- (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 18.1(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 can 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 each Service Crew member wears fire-resistant clothing, gloves, covered footwear and goggles.

- (viii) The responsibility for refuelling is incumbent on the Crew alone and must be done in a manner which ensures that no fuel is spilt.
 - (ix) Each automobile's engine 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 two (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 refuel 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 Supplementary Regulations for an Event allows for the changing of tyres.

18.4 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 their entrance and exit;
 - (ii) Be scheduled for a maximum of 15 minutes for any one automobile;
 - (iii) Allow for the changing of tyres and fitting of spotlights for night stages, supplied from a Service Automobile, and any service using equipment & parts as listed in Article 18.4(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 departure of the last automobile that they are 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 wrench, 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. DUAL/MULTIPLE STATUSEVENTS

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

- (i) 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.

- (ii) 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 Regulations, the Event Regulations will take precedence.
- (iii) 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.
- (iv) Where competitors enter only the State Rally Championship component of the event, they will be seeded behind the Australian Rally Championship crews.
- (v) For requirements specific to a combined ARC and FIA International Event refer to Appendix B.

20. EMERGENCY PROCEDURES / RED FLAGS

- (a) Crews must make themselves familiar with the emergency procedure outlined in the front of the roadbook. Failure to adhere to these requirements will be reported to the Stewards of the Meeting for consideration of exclusion or other penalty.
- (b) Emergency Procedure:
 - (i) In the case of an accident where urgent medical 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.

21. AWARDS

21.1 GENERAL CONDITIONS

- (a) Championship Awards will be made to the Driver and Co-driver of 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 three or more 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 first to twentieth for each Heat.

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 at 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 first to twentieth.
 - (ii) Power Stage points will be allocated as follows:
10, 6, 4, 2 and 1 for Outright places first to fifth.

21.2 CATEGORIES

- (a) Motorsport Australia Rally Champion Driver and Co-Driver:
- (i) The Driver and Co-driver attaining the highest point score amongst those Competitors driving an eligible automobile will be awarded the Motorsport Australia Rally Championship®.
 - (ii) Each Event will be counted in determining the winner.
- (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 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 first to tenth Overall.
- (c) Other Motorsport Australia Rally Championship Classifications:

21.3

Classification	Eligibility	Participation Requirement
ARC 2WD Cup	Any 2WD automobile less than 30 years old entered in the ARC.	Best two (2) round results to count.
Production Cup	Any PRC Automobile entered in the ARC. Maximum of 12 tyres permitted.	Best two (2) round results to count.
Classic Cup	Automobiles over the age of 30 years that comply with Motorsport	Best two (2) round results to count.

	Australia PRC, Classic or Club Rally Car Regulations.	
Junior Cup	All ARC Registered Competitors UNDER the age of 26 as of the 1 st of January of the competition year. The competition automobile must be either two-wheel drive or a production non-turbo 4WD.	Best two (2) round results to count.
ARC TEAMS CUP	All ARC Registered Competitors, except those who receive Manufacturer support.	Teams of 3 Crew nominated before the end of documentation, with the best 2 results to count per Event.

- (i) The ARC Teams Cup will be run over the course of all ARC rounds. Each Team will consist of 3 cars with the highest 2 cars to score points at each round. Each Team must register by the close of documentation via the approved entry form supplied. The winning Team will be deemed to have the highest point score at the conclusion of each round and at the end of season.

21.4 OTHER AWARDS

The following awards will be presented to both the Driver and Co-driver, if eligible, at each Event.

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

21.5 ELIGIBILITY FOR AWARDS COVERED IN 21.3

- (a) Each driver must be registered for the ARC and meet the Eligibility and Participation Requirements as per 21.2(c) and for the ARC Teams Cup 21.2(i).

21.6 AWARD NOMINATION

- (a) Nomination is automatic for ARC, ARC 2WD Cup, Production Cup, Classic 4WD and 2WD Cup and Junior Cup.
- (b) The ARC Teams Cup Managers will nominate their Competitors for the ARC Teams Cup by the end of documentation at each Event. The 3 Competitors who compete for a Team may change between different rounds of the ARC.

21.7 POINT SCORING

- (a) Points to be allocated in alignment with Article 21.1.
- (b) A Driver or Co-driver may enter additional ARC rounds, however only the top specified round results will be counted as per Participation Requirements in 21.2(c).
- (c) Points for the Teams Cup will be calculated based on Article 21.1.

21.8 TYRES

Hoosier Tyres must be used as per Part 2 Technical Regulations, Article 4.

21.9 PRIZES

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

21.10 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 Junior Cup Outright, Driver/Co-driver; and
 - (vii) 1st ARC Teams Cup (one trophy for the Team)
- (c) For a Sprint Event each award will be made based on the total time accrued for the Event, including any penalties, to determine the outright placings and will be awarded to both the Driver and Co-driver.
- (d) In the event of a tie for an Event award in a Sprint Event, the Crew with the higher number of outright stage placings will be determined the winner.
- (e) For a **Compact and** Endurance Event, each award will be made on the basis of 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 in front of those Crews who have completed the entire course.

22. CEREMONIAL FINISH

- (a) Following each Event, a Ceremonial Finish will take place either on the finish ramp or 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, Junior Cup and ARC Teams Cup outright winners.

23. MEDIA COMMITMENTS

- (a) A Crew may be required to attend one or more media commitments, the time & location of which will be specified by Bulletin/Communique. In addition, Events are encouraged to include Media Zones prior to Regroups at their Events.
- (b) Each Crew is reminded of their obligation to Sponsors of the Event and should present themselves accordingly.

24. ADMINISTRATION

24.1 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 ban the use of the specified frequencies which they are using.

24.2 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 that automobile's nominated closing time for pre-Event scrutineering; 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.

24.3 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 in accordance with the following:
 - (i) If issued prior to the start of documentation verification, the approval must be sought from Motorsport Australia; or
 - (ii) If issued after the start of document 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.

25. 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 on request 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 Team Member is permitted to broadcast live from the Event, or any part of the Event or Competition, on 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 IP of the championship, protect the value of these rights, including protecting the future value of these rights to any potential new partners in the years ahead. It's also important we promote a consistent brand.

Table 1 outlines the key areas to note regarding use of video content, including live streaming.

Please remember 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	Yes 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 10)	No 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			

APPENDIX A

ADVERTISING REQUIREMENTS

The following advertising is required for each automobile competing in the ARC (the only variations are those listed in the Notes below; diagram is not to scale):

1. AREA A / DOOR PANEL

One (1) 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. AREA G / WINDSCREEN STRIP (PRODUCTION CUP COMPETITORS)

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

8. 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.

9. 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.

10. 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.

11. 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 Crew's Names.

12. 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 Crew Names.

13. ROOF PLATE (AT THE DISCRETION OF EACH EVENT ORGANISER) / NOT SHOWN IN DIAGRAM

Total size: 400mm high x 500mm wide.

13.1 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.

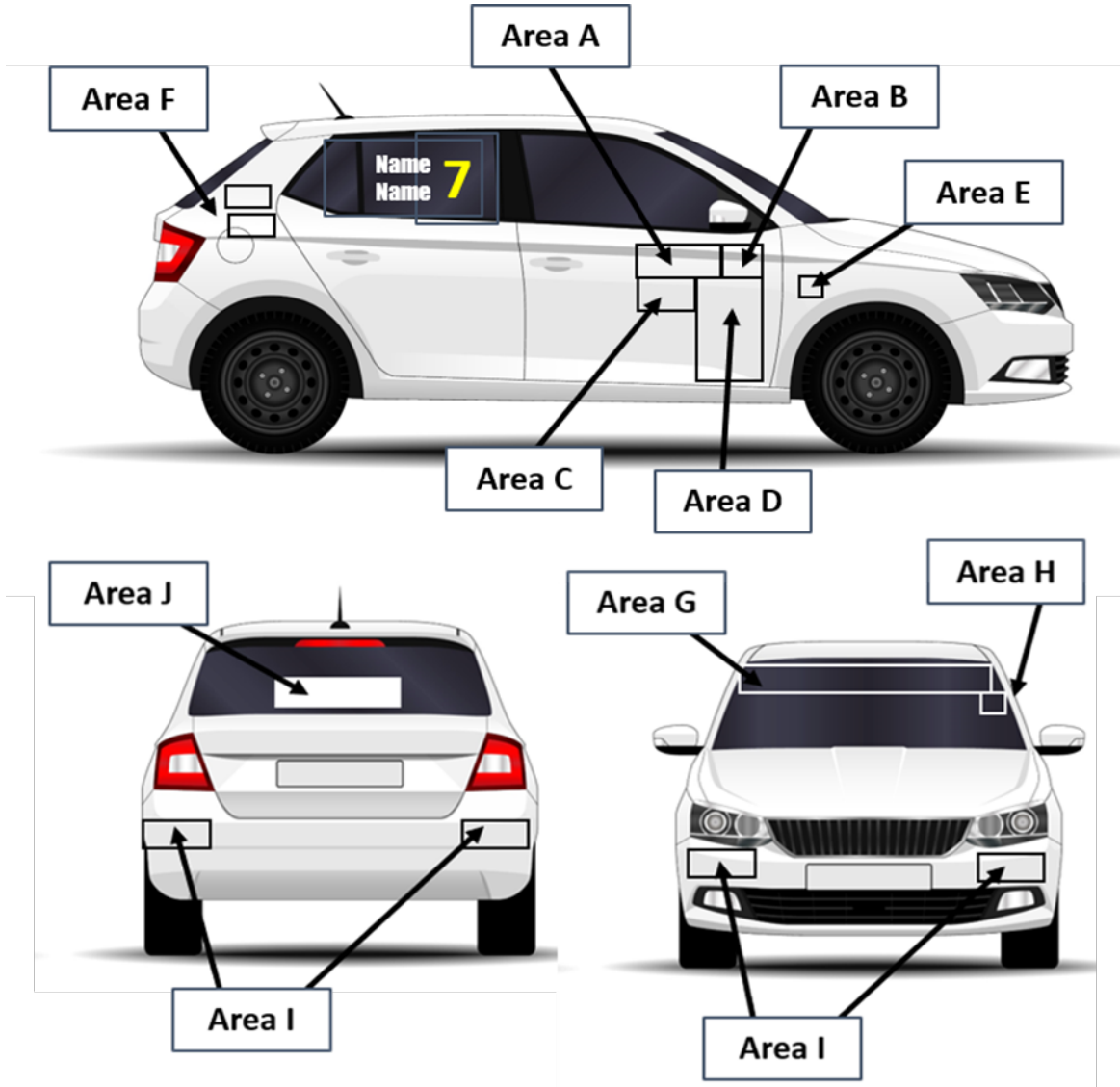
13.2 B2 – Number Background

- (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.

14. NOTES

- (a) 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.
- (b) For the additional requirements regarding Crew Names refer to ARC Technical Regulations Article 2.
- (c) State Championship only Competitors may use the standard doorplate & numbers as used for their relative Championships.
- (d) Control Tyre Supplier stickers (Area I) are required for Competitors entered in the ARC (incl. Invitational). No automobile in the ARC may display tyre brand advertising other than that of the Official ARC tyre partner.

Diagram 1



APPENDIX B

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 & other associated Events the penalties and other sporting regulations of the FIA will apply to all Events. **Any variations to be included in the Event Supplementary Regulations.**

1. PENALTIES / DISQUALIFICATION

For the **APRC** plus associated Events, Lateness at Time Controls [NRC Appendix A] is amended to be 10 sec per minute or fraction of a minute. Disqualification (Late Time) [NRC Appendix 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'.

2. FLEXI-SERVICE – (APRC)

For the **APRC**, ARC Sporting Regulations Article 16.2(e) will be replaced by Article 59.2 of the FIA Regional Rally Sporting Regulations [reproduced in part below] and will be available for all Crews at the 45-minute services:

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. 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.*
- 59.2.2 *Crews may then either enter the service park or leave their car in the parc ferme.*
- 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.*

3. RESTARTING - APRC

For the **APRC** (National) ARC Sporting Regulations Article 12.1(i) & NRC 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.

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

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:

- (i) FIA Categories (except for WRC)
- (ii) Motorsport Australia Rally classifications:
 - (A) PRC
 - (B) AP4
 - (C) G4/G2 including any exemptions approved by Motorsport Australia
 - (D) Classic
 - (E) Club Car
 - (F) 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 with the exception of those comprising part of an FIA Championship, where Regulations may conflict.

3. FUEL

- (a) Only Commercial Fuel & Unleaded Racing Fuel as defined by the Motorsport Australia Manual; Scheduled 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 &/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 make the distance between refuels at an Event, which is based on fuel usage of 1.3km/litre on Special Stages & 4.5km/litre on Liaisons with 55 litres of fuel available. **Competitors that need to use more fuel per kilometre can use a fuel tank with a larger capacity that complies with Motorsport Australia vehicle requirements.**

4. TYRES

- (a) The Control Tyre must be supplied by Hoosier Tire Australia Pty Ltd (Hoosier).
- (b) Each automobile entered in the ARC (incl. Invitational) section of an Event, using 13 or 15 inch wheel diameter, is required to use the Control Tyre.
- (i) There will be only one tyre pattern and compound available for use as provided by Hoosier.
- (c) For an automobile with a wheel diameter size:
- (ii) below 13 inch and above 15 inch, the make and type of tyre is free.
- (iii) of 14 inch the permitted tyre must be approved by the ARC Manager – Competition.
- (d) The use of any of the Control Tyre is subject to availability and Motorsport Australia reserves the right to limit the use of any particular pattern/compound for an individual rally.
- (e) Note that under Schedule E - Wheels and Tyres of the Motorsport Australia Manual, a Control Tyre is the tyre specified for a particular Group, Class, Competition etc. and must not be modified other than by the reduction of tread depth.
- (f) Each ARC Crew is limited to the use of a maximum number;
- (i) Of 12 tyres for competitors entered in the Production Cup; or
- (ii) Of 16 tyres for competitors entered in a **Sprint or Endurance round of the ARC**; or
- (iii) **Of 12 tyres for all entered in a Compact round of the ARC; or**
- (iv) Of tyres as detailed in the Supplementary Regulations for an APRC Event.
- (g) This number may be amended for selected Events and any change to the maximum number will be advised in Event Supplementary Regulations or by Bulletin.
- (h) 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 Supplementary Regulations for an Event and ARC Technical Regulations Article 4.
- (i) Each additional tyre over those specified in ARC Technical Regulations Article 4(f) may be used but will result in a penalty of two minutes per tyre 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.
- (j) 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.
- (k) Once recorded at an Event, a tyre may not be substituted for another tyre except for marked/checked tyres (maximum 2 if carried in the competing automobile at the same time) which have not been used at that Event (e.g. unused spares), which may be removed from the list of tyres for a particular automobile at the first Service in the final Heat/Leg by arrangement with the ARC Technical Delegate.
- (l) 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.

- (m) 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 &/or Technical Delegate at each Event.
- (n) Each Competitor is responsible for ensuring that tyre markings are not removed in any cleaning process during the running of the Event.
- (o) 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.

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 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.
- (d) Documentation verification must be completed prior to pre-Event scrutineering unless for exceptional reasons, recognised as such 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 Supplementary Regulations; or
 - (ii) Not permitted to start.
- (f) The Crew must have available, for the purpose of scrutineering, the automobile's homologation form, or the relevant Workshop Manual if the automobile is not homologated, as well as any appendices to this form. 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 (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.
 - 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 VG (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 may be carried out at any time during the Event, of the Crew Members as well as of the automobile. 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.
 - (f) Each Crew who gain points in a Heat/Leg and fail 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) 1st 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)

- (ii) Each Motorsport Australia classified automobile will be required to comply with the relevant Technical Regulations (i.e. AP4, G4, PRC) except for Production Rally Car (PRC) Class P5.
- (iii) For each Production Rally Car (PRC) Class P5 the minimum weight of the competing automobile is 1390kg under the conditions set out below:
 - (A) The competing automobile weight is the weight of the automobile, as per the relevant PRC regulations (min. 1230kg), as it competes with the crew on-board (driver + co-driver with their safety equipment) and one spare wheel (+160kg) – therefore a total minimum weight of 1390kg.
 - (B) When two spare wheels are carried in the automobile, the second spare wheel must be removed before weighing.
 - (C) At no time during the competition may an automobile weigh less than this minimum weight.
 - (D) The use of ballast is permitted under the conditions provided for in the relevant PRC regulations.