

2024 RALLY COMPETITION CONDITIONS



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GENERAL PROVISIONS

1 ABBREVIATIONS

NCR: National Competition Rules

RSR: Rally Standing Regulations

RSR SSR: Rally Standing Regulations - Special Stage Rallies

NSWRC: NSW Rally Championship

ECCRS-2WD: East Coast Classic Rally Series - 2 Wheel Drive

ECCRS-4WD: East Coast Classic Rally Series - 4 Wheel Drive

CRS: Clubman Rally Series

HKRS: Hyundai/Kia Rally Series

GPS: Global Positioning System

2 VARIATIONS TO RALLY STANDING REGULATIONS

Deletions in ~~strikeout~~. Amendments or additions in **grey highlight**.

RSR SSR 4.3 (a) (ix) (A) and 9.1 (c)

....any difference between the actual check-in time and the target check-in time shall be penalised as follows:

For late arrival: ~~five seconds per minute or fraction of a minute.~~ **one minute per minute or part thereof taken from late time only.**

RSR SSR 5.5

(a) When, as part of their duties, the Motorsport Australia Observer/s and/or the Stewards of the Meeting need to drive on Special Stages, they must comply with the following prescriptions:

(i) Entry onto the route of the stage must take place at the latest 30 minutes before the departure of the ~~last~~ **first** road closing vehicle (Car No. ~~0~~ **000**).

(ii) If Car No. ~~0~~ **000** catches up with the Observer, Delegate or Stewards while on Special Stages, the Observer, Delegate or Stewards must ~~stop, park, and wait for the sweep car to pass before continuing~~ **comply with any instructions given by the crew of Car 000.**

3 SUMMARY OF CHANGES FROM 2023 COMPETITION CONDITIONS

Key changes are:

- Added Production Cup Series to the NSW Rally Championship.
- Introduction of 0-1600cc Pocket Rocket Class to the Clubman Rally Series.
- Added a pointscore allocation for the Pocket Rocket Class in the Clubman Rally Series
- Renaming of the Hyundai Rally Series (HRS) to the Hyundai/Kia Rally Series (HKRS).
- Removal of the "Hyundai Open" Category.
- Expansion of eligible vehicles for Hyundai/Kia Rally Series.
- Rewriting the "Group 3C PRC Regulations – Attachment A – Excel Rally Cars" as an Addendum to these Competition Conditions to cover the requirements of the Hyundai/Kia Rally Series.
- Change all references of "National Rally Standing Regulations" to "Rally Standing Regulations".
- Handling of the award of Series Points for a shortened heat.
- Referred "18.10.3 Positive & Passive Vehicle Tracking" to the 2024 Rally Standing Regulations – Special Stage Rallies" for specific detail.
- Exclusion of FIA Rally 2, FIA Rally 3, FIA Rally 4 & FIA Rally 5 vehicles from being eligible for NSW Rally Series points.

4 APPLICATION OF THESE CONDITIONS

These Conditions apply to NSW Rally Series events to be conducted under a Motorsport Australia Rally Permit in 2024. The general principles should also be applied to NSW “Club” level rally events.

4.1 2024 NSW RALLY SERIES

The NSW Rally Panel will approve events for inclusion as rounds in the following 2024 NSW Rally Series:

- **NSW Rally Championship (“NSWRC”)** – an open series designed to encourage the best teams and best cars to compete for the title of NSW Rally Champion over a mix of challenging blind and pace noted events. The most prestigious rally series in NSW.
- **East Coast Classic Rally Series – 2WD (“ECCRS-2WD”)** – a series designed to encourage the participation of competitors in two wheel drive “classic” rally cars. These events will mostly be run within the NSWRC but may run within other events.
- **East Coast Classic Rally Series – 4WD (“ECCRS-4WD”)** – a series designed to encourage the participation of competitors in four wheel drive “classic” rally cars. These events will mostly be run within the NSWRC but may run within other events.
- **Clubman Rally Series (“CRS”)** – a relaxed, highly social rally series, designed for novice or developing competitors who prefer basic rallies without the use of pace notes. Events are structured to provide maximum value for competitors by limiting cost and complexity.
- **Hyundai/Kia Rally Series (“HKRS”)** – a Series usually contested within CRS rallies. Near identical performance Hyundai and Kia cars within this series provide for great competition, and forces drivers to focus on improving their skills behind the wheel. An excellent entry level series using economical, reliable vehicles that are surprisingly quick.

For the purposes of this document, the word “Series” refers to any or all of the above.

In addition to the above Series, **Rally Regularity Events** may be incorporated into selected events, designed for novices to try rally competition under controlled conditions. For Rally Regularity Events refer to the Motorsport Australia “Rally Regularity Standing Regulations” document.

4.2 DEFINITION OF “COMPETITOR, “DRIVER (INCLUDES CO-DRIVER)” & “NAVIGATOR”

As per the NCRs.

5 CATEGORIES AND CLASSES

The following categories and classes will be recognised:

5.1 NSW RALLY CHAMPIONSHIP (NSWRC)

Categories	Conditions
Outright	Open to all eligible vehicles. The winning driver and co-driver will be crowned NSW Rally Champions.
Production Cup	Open only to Production Rally Car (PRC) compliant vehicles.
2WD	Open to eligible 2WD vehicles (Barry Ferguson Trophy)

Within the 2WD category in the NSWRC, the following classes are recognised:

Classes	Conditions
0-1600cc Pocket Rockets	Open to all 2WD vehicles with an engine capacity of no more than 1600cc
1601-2000cc	Open to all 2WD vehicles with an engine capacity between 1601cc and 2000cc
2001cc and over	Open to all 2WD with an engine capacity of 2001cc or more

5.2 EAST COAST CLASSIC RALLY SERIES – 2WD (ECCRS-2WD)

Categories	Conditions
2WD	Open to all 2WD vehicles in C1, C2 and C3 Classic Rally Car Categories and Club Rally Cars first manufactured 30 years prior to 31 December of the current year (CLB+30)

No classes are recognised within this Series.

5.3 EAST COAST CLASSIC RALLY SERIES – 4WD (ECCRS-4WD)

Categories	Conditions
4WD	Open to all 4WD vehicles in C3 and C4 Classic Rally Car Category

No classes are recognised within this Series.

5.4 CLUBMAN RALLY SERIES (CRS)

Categories	Conditions
4WD	Open to all Clubman eligible 4WD vehicles
2WD	Open to all Clubman eligible 2WD vehicles

Within the 2WD category in the Clubman Rally Series, the following class is recognised:

Classes	Conditions
0-1600cc Pocket Rockets	Open to all Clubman eligible 2WD vehicles with an engine capacity of no more than 1600cc

5.5 HYUNDAI/KIA RALLY SERIES (HKRS)

Categories	Conditions
Hyundai/Kia	Open to all FWD vehicles complying with NSW Rally Competition Conditions "NSW Hyundai/Kia Addendum"

No classes are recognised within this Series.

5.6 CAPACITY EQUIVALENCE FACTORS

Supercharged and rotary engine capacities are subject to the multiplication factors found in the "Classification of Automobiles – Technical Appendix" in the current Motorsport Australia Manual.

The car will pass into the class corresponding to the capacity calculated by the application of the appropriate multiplication factor. The car will be treated in all respects as if this were its actual cylinder capacity.

6 HEATS

Each event in the NSWRC, ECCRS-2WD & ECCRS-4WD will be structured as two heats for a single day event. A two day event will have three or four heats depending on how many competitive kilometres there are on the second day. Other heat structures may be approved by the NSW Rally Panel, solely for the purpose of Series point scoring.

Where a two day NSWRC, ECCRS-2WD or ECCRS-4WD event is shared with a higher level event, such as ARC, competitors may have the option to only contest the two heats on the first day for a reduced entry fee at the discretion of the Event Organiser.

7 NO SERIES REGISTRATION

There is no Series registration. Eligible competitors will automatically score Series points relevant to the events they contest.

Where the Rally is run as a "meeting of events" combining any of the NSWRC, ECCRS (2WD or 4WD), CRS and HKRS series, for the competitor to be awarded relevant Series points, they must be entered in the event run under the appropriate level, or higher level, Motorsport Australia Rally Permit fee for that Series.

Eligibility for Series points while entered in a corresponding higher level Event will remain subject to:

- I. the higher level Event incorporates the respective Series Event's stage structure entirely
- II. Compliance with Article 8 of these Competition Conditions (Series Advertising on Vehicles)
- III. The competitor must comply with the conditions for the relevant Series event eg no use of pacenotes

For example, if the competitor runs in the NSWRC event and they are eligible for CRS points, then CRS points will only be awarded if all or part of the NSWRC event is identical in stage structure to the CRS event. Conversely, if the competitor enters the CRS event, they will not be awarded NSWRC or ECCRS points even if otherwise eligible.

At a “meeting of events” that includes non-NSW Series Events where the competitor enters a local or higher level event, for example a round of the Victorian Rally Championship (VRC), Australian Rally Championship (ARC), Asia Pacific Rally Championship, (APRC), etc, then the competitor will need to “opt-in” via the Event Entry Form to receive the relevant NSW Rally Series points for which they are eligible, whereby all the above conditions of this section must still be met.

8 SERIES ADVERTISING ON VEHICLES

It will be a condition of entry to an event hosting a NSW Rally Series within NSW that all specified NSW Series advertising decals are displayed on **all** competing vehicles. The NSW Rally Series advertising decals must be affixed in the correct manner in order to start the event and for the duration of the event. This provision does not apply to those vehicles solely contesting the ARC or other higher level series shared with the NSW Series Event. For interstate rounds of a NSW Series Event, the local advertising decals will take precedence where there is a conflict of placement or sponsor, or by negotiation between the individual event organiser/relevant State Rally Panel and the NSW Rally Panel.

The Supplementary Regulations must state the advertising requirement and indicate the correct positioning of the decals on competing vehicles.

9 PRIVACY

To protect personal identity information, entrants **must not** be required to provide civil drivers licence numbers or date of birth to Event Organisers. If providing images of credentials, competitors should black out that specific personal information. Also, credit card details should not be provided on paper based entry forms or by email. Preferred payment methods are electronic funds transfer, secure online payment or cheque. Credit card details should only be provided by secure online payment methods or over the phone.

For any NSW Rally Series event the driver and co-driver must be presented with the option for their email addresses and telephone numbers to be provided to the NSW Rally Panel by the event organiser for the purpose of the NSW Rally Panel to distribute Series information and conduct post event surveys directly with competitors. Entry forms must include an option for crews who wish to opt in to this provision.

To enable the NSW Rally Panel to communicate directly with competitors, it is highly recommended that competitors “Opt In” on the Entry Form to allow Event Organisers to share competitor email and phone contact details with the NSW Rally Panel.

10 SPORTITY APP

The NSW Rally Panel will be making available the Sportity Application to Event Organisers and Competitors for all NSW Rally Events. This may be used as the “Official Noticeboard” for the event and details should be included in the Supplementary Regulations.

The App is available from:



COMPETITORS

11 SERIES ELIGIBILITY

11.1 COMPETITORS

11.1.1 Licensing

Entry to Series events is open to all Motorsport Australia members who hold a valid Rally Licence or higher.

11.1.2 Number of crew members

In all rallies, crews shall comprise of two persons who shall be nominated as either the driver or co-driver and will compete in the same vehicle for the entire event.

11.1.3 Eligibility for Series points

All eligible competitors will score Series points.

Eligibility to score Series points will be based on the Driver's seeding on the Rally NSW seeding list, as at 1 January in the year in which the event is contested, as per the following table:

Series	Eligibility for Series Points
NSWRC	All seedings
ECCRS-2WD	All seedings
ECCRS-4WD	All seedings
CRS	Driver seeding of 89 or lower, in the vehicle driven at the event
HKRS	All seedings

For the purposes of CRS eligibility, if a driver seeded in some other jurisdiction or they do not have a NSW Rally Seeding for the car in which they wish to compete, the NSW Rally Panel will, on request, allocate a seeding number. This allocation will be made at the sole discretion of the NSW Rally Panel. For unseeded drivers, they will be deemed to have a seeding of 87 and are thereby eligible to enter as a Clubman competitor. This deemed seeding will be reviewed after their first event and if the revised seeding exceeds 89 they will not receive Clubman Rally Series points for that event nor any other Clubman Rally Series event in that calendar year.

11.2 VEHICLES

To enter a Rally Event, vehicles must comply with one of the groups as defined by the "Rally Standing Regulations - Vehicles General" in the current Motorsport Australia Manual.

Variations are as follows:

11.2.1 NSW Rally Championship

FIA Group R5, FIA Rally 2, FIA Rally 3, FIA Rally 4 & FIA Rally 5 vehicles are **not** eligible for points in this NSW Series.

11.2.2 ECCRS – 2WD Series

Only 2 wheel drive Classic Rally Cars (CRC) and Club Rally Cars first manufactured at least 30 years prior to 31 December of the current year (CLB+30) are eligible for points in this NSW Series.

11.2.3 ECCRS – 4WD Series

Only 4 wheel drive Classic Rally Cars (CRC) are eligible for points in this NSW Series.

11.2.4 Clubman Rally Series

Group AP4, Group G4 and FIA Group R5, FIA Rally 2, FIA Rally 3, FIA Rally 4 & FIA Rally 5 vehicles are **not** eligible for points in this NSW Series.

11.2.5 Hyundai/Kia Rally Series

Only cars that comply with the NSW Hyundai/Kia Addendum in these Competition Conditions are eligible for points in this NSW Series.

12 APPAREL RULES

For more information on the apparel requirements at each event, refer to Schedule D of the Motorsport Australia Manual of Motor Sport.

Frontal Head Restraints (FHR) and 5-point or 6-point safety harnesses are required for all events except Rally Regularity Events, S1 Rallysprints or events requiring compliance with civil road rules (eg, Touring Assemblies).

13 EXCLUSION OF EVENT FROM SEEDING

Once a year a driver may nominate an event in which they do not want their results included in the seeding arising from that event. An application to the NSW Rally Panel must be received before the close of entries for the event in which the results are not to be included in the seeding information. The driver will still be eligible for any awards from the event and will still score points in the Series for which they are eligible.

14 SCORING

14.1 POINTS ALLOCATION

Where a competitor is unable to complete a rally stage due to it being neutralised or cancelled, this does not constitute a missed stage for the purposes of point scoring, and the competitor is deemed to have finished that stage. Where necessary, the organisers may assign a time to the competitor for that stage.

For all Series, points will be allocated in the following manner:

Event Status	Outright Points	Category Points	Class Points
NSWRC	1st: 25	1 st to 15 th : 15 to 1	1 st to 10 th : 10 to 1
ECCRS-2WD & ECCRS-4WD	2 nd : 22		No classes
CRS	3 rd : 20		1 st to 10 th : 10 to 1
HKRS	4 th to 22 nd : 19 to 1 All other finishers: 1		No classes

14.1.1 Outright Series Winner

For all Series, the competitor with the highest outright points at the conclusion of the Series will be declared the Outright Winner **subject to Clauses 14.2 to 14.6 inclusive of these Competition Conditions.**

Neither Category nor Class points are considered in the Outright pointscore.

14.1.2 Category Winner

The competitor with the highest total of points within each category at the conclusion of the Series will be declared the Category winner **subject to Clauses 14.2 to 14.6 inclusive of these Competition Conditions.**

Class points are not considered in the Category pointscore.

14.1.3 Class Winner

The competitor with the highest total of points within each Class at the conclusion of the Series will be declared the Class winner **subject to Clauses 14.2 to 14.6 inclusive of these Competition Conditions.**

14.2 HEATS TO COUNT – NSWRC

For the purpose of NSWRC point scores, the final point scores will be calculated using the best results from the number of heats shown below:

Where a Series consists of:	These rounds shall count for scoring:
8 heats or fewer	All heats
9-12 heats	All heats except two
13 or more heats	All heats except four

14.3 HEATS TO COUNT – ECCRS-2WD

For the purpose of ECCRS-2WD point scores, the final point scores will be calculated using the best results from the number of heats shown below:

Where a Series consists of:	These rounds shall count for scoring:
8 heats or fewer	All heats
9 or more heats	8 heats

14.4 HEATS TO COUNT – ECCRS-4WD

For the purpose of ECCRS-4WD point scores, the final point scores will be calculated using the best results from the number of heats shown below:

Where a Series consists of:	These rounds shall count for scoring:
8 heats or fewer	All heats
9 or more heats	8 heats

14.5 ROUNDS TO COUNT – CRS

For the purpose of Series point scores, the final point scores will be calculated using the best results from the number of rounds shown below:

Where a Series consists of:	These rounds shall count for scoring:
4 rounds or fewer	All rounds
5-6 rounds	All rounds except one
7 or more rounds	All rounds except two

14.6 ROUNDS TO COUNT – HKRS

For the purpose of Series point scores, the final point scores will be calculated using the best results from the number of rounds shown below.

Where a Series consists of:	These rounds shall count for scoring:
4 rounds or fewer	All rounds
5 or more rounds	Four rounds

14.7 FORCE MAJEURE SHORTENED EVENTS AND/OR HEATS

Where an event **without heats** is shortened after commencement, the following rules will apply for point scoring.

- 50% or greater of scheduled competitive distance completed – Full Points
- 33% or greater but less than 50% completed - Half Points
- Less than 33% completed – NSW Rally Panel will decide based on circumstances but generally, points would not be awarded.

Where an event comprises heats, and a heat is shortened after commencement, then the above rules will also apply for the awarding of Series Points to that shortened heat.

14.8 TIES

14.8.1 Individual Events

In the event of a tie, the points allocated will be calculated by adding together the available points for each position in the tie and dividing by the number of competitors in the tie. For example, if two competitors tie for 2nd place, the points for 2nd and 3rd would be added together and divided by two and equal points awarded to each registered competitor. If four competitors tied for 3rd, the points for 3rd, 4th, 5th and 6th would be added together and divided by four and equal points awarded to each competitor.

14.8.2 Annual Pointscore

As per the Motorsport Australia "General Conditions for all Titles", if two or more competitors score equal points, the positions shall be determined by the greater number of higher placings. If this mechanism does not determine the result, a tie shall be declared.

15 MINIMUM NUMBERS OF HEATS/ROUNDS

The minimum numbers of heats to constitute the NSWRC will be six.

The minimum number of heats to constitute the ECCRS-2WD will be six.

The minimum number of heats to constitute the ECCRS-4WD will be six.

The minimum number of events to constitute the CRS will be three.

The minimum number of events to constitute the **HKRS** will be three.

The NSW Rally Panel may reduce the above numbers only if it is deemed to be in the best interests of the sport.

16 SERIES AWARDS

16.1 NSWRC

Based on the accumulated points of crews in the NSWRC over the competition year, an annual award of a trophy and/or other recognition will be presented for the following achievements:

- 1st, 2nd & 3rd Outright Driver & Co-Driver.
- 1st Driver and Co-Driver in Production Cup category.
- 1st Driver and Co-Driver in 2WD category.
- 1st Driver & Co-Driver in each class.

16.2 ECCRS-2WD AND ECCRS-4WD

Based on the accumulated points of crews in the ECCRS-2WD or ECCRS-4WD over the competition year, an annual award of a trophy and/or other recognition will be presented for the following achievements:

- 1st, 2nd & 3rd Outright Driver & Co-Driver.

16.3 CRS

Based on the accumulated points of crews in the CRS over the competition year, an annual award of a trophy and/or other recognition will be presented for the following achievements:

- 1st, 2nd & 3rd Outright Driver & Co-Driver.
- 1st Driver and Co-Driver in each category.
- 1st Driver and Co-Driver in each class.

16.4 **HKRS**

Based on the accumulated points of crews in the **HKRS** over the competition year, an annual award of a trophy and/or other recognition will be presented for the following achievements:

- 1st, 2nd & 3rd Outright Driver & Co-Driver.

16.5 MINIMUM NUMBER OF PARTICIPANTS

Where fewer than four competitors contest three or more rounds of a Series, annual trophies may not be awarded for that series.

Where fewer than two competitors contest three or more rounds in any one category or class of a Series, annual trophies may not be awarded for that category or class.

EVENT ORGANISERS

17 SERIES EVENT ELIGIBILITY

17.1 GENERAL EVENT STRUCTURE

To be eligible to be a round of a NSW Rally Series, an event must match the relevant criteria in **Table A.1**, unless the NSW Rally Panel grants a specific exemption. In addition, the events are to be conducted primarily on gravel roads.

Should an organiser feel that they have a valid case to depart from a particular aspect of these Conditions, a dispensation may be granted by the NSW Rally Panel upon written application, made not less than four months prior to the event date. In general, the NSW Rally Panel will approve a diversion from these Conditions if it can be shown that the change will add value to the event or Series. The NSW Rally Panel may seek feedback from competitors when considering such a proposal.

17.2 MEETING OF EVENTS

Any NSWRC, ECCRS-2WD, ECCRS-4WD, CRS or **HKRS** event may be combined as a meeting of events.

For a meeting of events, each event running under a different Permit Level will require a different Event Name; the events will be scored separately; and all other conditions of each respective series must still be met. The award recipients of each event must receive their own due recognition.

Event Organisers should include an “**Open**” category/event for any vehicle compliant with the “Rally Standing Regulations - Vehicles General” in the current Motorsport Australia Manual. Competitors entering this category/event will not be eligible for NSW Series points or Series Awards. This is designed to attract ARC level and other competitors to the Event that do not wish their results to interfere with the awarding of points to Series Competitors. Competitors in the Open category/event should be eligible for Outright Event Awards. This overcomes any complexities due to implementing an “Opt-in” or “opt-out” arrangements.

17.3 RALLY REGULARITY EVENTS

Rally Regularity Events may be partnered with Series events. For Rally Regularity Events, refer to the Motorsport Australia “Rally Regularity - Standing Regulations”.

17.4 PARC FERME

Organisers of NSWRC, ECCRS-2WD and ECCRS-4WD events may provide for a Parc Ferme at the end of an event, which complies with either:

- 30 minutes, starting from the vehicle’s actual book in time at the final control; or
- As per the conditions laid down in the Motorsport Australia Manual of Motor Sport

Events that are part of the CRS or **HKRS** will not have a Parc Ferme at the conclusion of the event.

Where NSW Series events are held over two days and shared with a higher level event, such as ARC, there may be an overnight parc ferme for those competitors contesting only the NSW Series component if it is a requirement of the higher level event. This is to ensure there are equal conditions with NSW Series eligible competitors also cross entered in the higher level event.

18 ORGANISING AN EVENT

18.1 GENERAL

This Section summarises the relevant items that need to be included in the nature of the Event to be a round of a NSW Rally Series.

A more detailed generic checklist for conducting a rally event is provided within the Rally NSW “Event Organisers Flowchart” found at www.rallynsw.com.au/event-organiser-guides along with an extensive range of other Event Organiser resources.

18.2 EVENT APPLICATIONS

Organisers wishing to conduct an event in the following year must apply to the NSW Rally Panel in writing using the appropriate form found under the “Organiser” tab of <https://rallynsw.com.au/>. This form must be returned via email to rallypanel@rallynsw.com.au no later than the date specified on the application form. Application forms must be completed in full.

18.3 PERMITS

For all NSW rally events a Motorsport Australia Rally Permit is required. The appropriate levels of Rally Permit fee are:

NSWRC	State fee or higher
ECCRS – 2WD	State fee or higher (unless otherwise approved by the NSW Rally Panel)
ECCRS – 4WD	State fee or higher (unless otherwise approved by the NSW Rally Panel)
CRS	Club fee or higher
HKRS	Club fee or higher

For all other events, the level of fee payable depends on the status and type of event.

18.4 SCHEDULING OF EVENTS

The NSW Rally Panel, in consultation with the organising clubs, will schedule all rally events and notify each club of the date of their event. When scheduling events, the NSW Rally Panel will endeavour to grant the preferred date to each club, but may not be able to do so in the interests of a Series including State and National Championship considerations under the Motorsport Australia Calendar Policy. When scheduling events, priority will be given to the events that form part of a Series.

18.5 RE-SCHEDULING OF EVENTS

Should an entire event be cancelled due to force majeure, the organisers may apply to the NSW Rally Panel to conduct the event on an alternative date.

18.6 CHANGES TO THE CALENDAR

Rounds may be added or removed from a Series at the discretion of the NSW Rally Panel in consultation with competitors and organising clubs as appropriate. Where a round is being added, competitors will be notified at least four weeks prior to that round taking place.

18.7 OFFICIALS’ LICENCES

Officials, as determined by Motorsport Australia, must be accredited in accordance with the Officials Matrix: Rally/Road found at <https://www.motorsport.org.au/docs/default-source/club/officials-matrix/motorsport->

[australia_essential-officials-summary-matrix.pdf](#). In particular, the Clerk of Course is required to hold a Bronze Event Command Officials Licence or higher, the Secretary must hold a Bronze Event Administration Licence or higher and the Chief Scrutineer must hold a Bronze Scrutineer Licence or higher.

18.8 PRE-EVENT RESPONSIBILITIES OF ORGANISER

18.8.1 Event Checker

The NSW Rally Panel, in consultation with the organisers, will appoint Event Checkers for all Series events. Organisers of non-series events may nominate an Event Checker to the NSW Rally Panel for approval. The Panel must receive such nomination at least 3 months prior to the event.

Event checking must be completed in accordance with the Motorsport Australia Rally Event Checkers Manual.

18.8.2 Templates for Supplementary Regulations and Entry Forms

All organisers of NSW Series rally events in NSW must submit Supplementary Regulations and Entry Forms in the approved format, based on the templates at <https://rallynsw.com.au/supp-reg-templates-entry-form/>

18.8.3 Approval for Event Documentation

The following completed documents must be submitted to permits@motorsportaustralia.com.au and CC'd to rallypanel@rallynsw.com.au at least 8 weeks prior to the event.

- Event Supplementary Regulations
- Entry Form
- Completed Pre-event Checker's Report, signed by your Event Checker
- E-101 Permit Application
- M-201 Pro-forma Medical Response Plan
- SF 3.1 Safety 1st Form

Once the Motorsport Australia approval number has been issued, the Organiser must provide a copy of the approved Supplementary Regulations and Entry Form to the NSW Rally Panel via email to rallypanel@rallynsw.com.au for publication on the Rally NSW website or linked to the Organiser's website.

18.9 EVENT MANAGEMENT DOCUMENTATION

All NSW Series events must use standardised Event Management Forms, including Control Cards, Time Cards, Stage Green forms, etc. It is highly recommended that organisers of non-Series events also utilise these forms. Organisers can download all the relevant paperwork found under the "Organiser" tab of <https://rallynsw.com.au/>.

18.10 SAFETY

18.10.1 Safety Plan

Each event must have a comprehensive written Safety Plan. This plan is to be provided to the Event Checker and to statutory authorities as required. A template is available at <https://rallynsw.com.au/event-management-forms/>.

18.10.2 First Intervention Vehicles

At least one FIV equipped and staffed in accordance with Appendix A.1 of this Part, must be engaged for any Series event and is highly recommended for other events. Details of the service being provided are to be included in the Event Safety Plan.

18.10.3 Positive & Passive Vehicle Tracking

Refer to the “2024 Rally Standing Regulations – Special Stage Rallies” for details.

18.10.4 Control Cards and Time Cards

The Control Cards and Time Cards provided to all organisers at <https://rallynsw.com.au/control-cards-boards/>, together with the Safety Plan and the Information for Officials templates provide a simple, proven system. The use of these templates is a requirement for all Series events and is strongly recommended for all other events.

18.10.5 RallySafe

RallySafe is **mandatory** at all NSW Rally Series events. RallySafe details are found at <http://rallysafe.com.au>.

18.10.6 Display and Timing Clocks

The NSW Rally Panel supply display and timing clocks at no charge for Series events. These clocks can form the backup timing where Rallysafe is the primary timing system. Organisers are to arrange transport of the units to and from the event. The clock order form is available on <https://rallynsw.com.au/display-clock-hire-vehicle-numbers/> which explains the circumstances where the clocks will be provided at no cost, and the costs involved otherwise.

19 ENTRIES

19.1 ENTRY FEES

The entry fee for each event is determined by the organisers based on the event’s budgeted running costs. **Event Organisers should note the Clubman Rally Series and Hyundai/Kia Rally Series are intended to be economical for these competitors. Any efforts to reduce entry fees for these competitors is encouraged. Running these Series under the “Club Permit” assists this objective.**

19.2 RALLY PANEL LEVY

The entry fee for each NSW Series rally conducted in NSW will include an amount of \$25 per vehicle, paid by the organiser to Motorsport Australia (to contribute to development of the sport and cost of Rally NSW Series awards).

19.3 OPENING AND CLOSING OF ENTRIES

Entries must open at least 28 days before the event and close no more than 8 days before the event.

19.4 ENTRY FORMS

For Rally Series events, entrants must nominate the group of the competing vehicle (eg, PRC, CLB+30, etc). For Classic and CLB+30, the entry form must provide for entrants to nominate the year the vehicle was manufactured.

Entry forms must also include the ability for competitors to “opt-in” to have their contact details shared with the NSW Rally Panel to aid in the distribution of Rally Series information and to conduct surveys.

19.5 ACCEPTANCE OF ENTRIES

Should the maximum number of entries be exceeded for any Series event, the order of acceptance of entries for events other than the first round of that Series, shall be both crew members having contested previous events in that Series; then one crew member having contested previous events; then neither crew member having contested previous events.

For Non-Series events, the order of acceptance shall be at the organiser’s discretion.

20 VEHICLE NUMBERS

All Series events in the NSWRC, ECCRS-2WD, ECCRS-4WD and CRS/HKRS must provide vehicle numbers in a modified FIA style. This style of vehicle number is recommended for other events. Compliant stickers are available from Rally NSW at **no charge** for Series events and at a cost to organisers of other events. Details and order forms can be found at <https://rallynsw.com.au/display-clock-hire-vehicle-numbers/>

21 ROUTE CHARTS/ROADBOOKS

The organisers of all rallies, including pacenoted rallies, must provide comprehensive route charts/roadbooks suitable for use by competing crews who are not using pacenotes. **That is, all relevant cautions and warnings applicable to the speed capable by vehicles leading the field must be included.**

22 PACE NOTED EVENTS

The Rally Panel will approve approximately 50% of the NSWRC, ECCRS-2WD and ECCRS-4WD events to be pace noted in 2024. Clubman and Hyundai/Kia Rally Series events must not be pace noted and must run on a full roadbook.

At those rallies for which the use of pace notes is approved, reconnaissance must be available, at a minimum, on the afternoon or morning prior to the start of competition. There must be sufficient time allowed for two passes over the stages. It should not be necessary for crews to be at the event venue prior to midday on the day before competition.

23 NO WHEEL SPIN STARTS

Where supplementary regulations for an event disallow wheel spin at the start of Competitive Stages, the term “wheel spin” must be clearly defined in the event’s Supplementary Regulations. Any Control Official shall be a Judge of Fact. Penalties for wheel spin breaches at the start of Competitive Stages shall be as follows:

- First offence: warning, to be communicated to the competitor prior to their start of the next competitive stage. Failing that, prior to their start of the subsequent competitive stage. (The objective should always be to deliver the warning to the competitor prior to their start of the next competitive stage.)
- Second Offence (after the competitor has received warning of the first offence): 1 minute penalty
- Third and subsequent offences: 3 minute penalty per offence and a report to the Stewards

A wheel spin start will be defined as “A sustained loss of traction through wheel spin of any driven wheel with no attempt by the driver to curtail that spinning within the area bounded by the starting position and the End of Control Zone sign”. Momentary wheel slip on the initial bite from acceleration is acceptable.

Event organisers need to set start positions that assist the competitor to comply; for example, on level or downhill locations.

24 SERVICING

Service times for all rally events will be a minimum of 20 minutes after a competitive distance of 30km or more. Less time may be allowed for remote refuel and/or emergency service options.

Supplementary Regulations for an event may allow remote refuel points to also be used for emergency servicing.

At the entry to Service, organisers may allow early entry to Service without time penalty. Exit from the Service Park must be through a Regroup to facilitate “closing up” of the field.

25 SCRUTINEERING

All events shall allow for regional scrutineering to be completed in the two weeks preceding the event or competitor self-scrutineering which follows the documented Motorsport Australia procedures.

Organisers may also provide for scrutineering at the event. Scrutineering at the event must close at least 10 minutes before documentation closes. The competitor should be able to nominate a timeslot when submitting their entry if scrutineered at the event.

26 SERIES SPONSORS

All event documentation with the heading of the name of the event must include acknowledgement of any NSW Series Naming Rights Sponsor, as applicable, and Round Number of the Series. For example:

Sydney City Rally
Round 2 of the [Series Sponsor] NSW Rally Championship

Recognition and logos of all other NSW Rally Series Sponsors must also be included and can be co-located with Event Sponsor recognition and logos.

27 STARTING ORDER

A crew's starting position shall be determined from the Rally NSW Seeding List and/or whatever other information is available to the Event Organiser.

For NSWRC events, a start order ballot will be held amongst the first three seeded competitors at the drivers briefing. Where the NSWRC event is shared with a higher level event such as ARC this will not be required.

For Series events, within 48 hours of entries closing and no less than 48 hours prior to the commencement of the event, the Event Organiser must provide a seeded entry list showing the full name of the Driver and Co-Driver, vehicle type and class to rallypanel@rallynsw.com.au.

28 RALLY TIMING

All rallies are to be conducted using the A to A timing system. Rally time will be as per the official time pieces for the event. Event organisers must have a secondary timing system for use in the event of a malfunction of the primary timing system. Both systems will utilise GPS time.

Timing increments will be as follows:

- (i) Special Stages: to the 1/10th of a second, where supported by the timing equipment (eg RallySafe), and this must be specified in the Supplementary Regulations, otherwise to the second
- (ii) Time Controls: to the minute.

29 EVENT AWARDS

As a minimum, each event that forms part of a Series should present an award or trophy to:

- 1st, 2nd & 3rd Outright Driver & Co-driver (including any competitors in the "Open" category/event)
- 1st Driver & Co-Driver in each category that forms part of that Series
- 1st Driver & Co-Driver in each class that forms part of that Series

Should less than three competitors in any category or class start an event, the organisers are not obliged to provide a trophy or award for that category or class.

30 PROVISION OF RESULTS

Prior to a Series event, organisers must upload the event itinerary, competitor entry list and special stage details to the ChrisSport results service (chrissport.nz). During the event, organisers must upload stage times and penalties to ChrisSport as near to real time as possible. Note that if RallySafe timing is used, stage times will automatically upload to ChrisSport but organisers must still upload penalties.

To comply with NCR74 (forwarding the final results to Motorsport Australia within 120 hours of the completion of the Event) please generate a PDF file of the results from ChrisSport for forwarding to Motorsport Australia. The NSW Rally Panel can assist in this process if needed.

Non-series events must provide to the NSW Rally Panel a full set of results in Excel format within a week after the completion of the event.

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NSW HYUNDAI/KIA ADDENDUM

This Addendum is closely based on the “Group 3C PRC Regulations – Attachment A – Excel Rally Cars” and modifications have only been made to support the NSW Hyundai/Kia Rally Series Category. The predominant changes are to Vehicle Eligibility.

1. PREAMBLE

- (a) These regulations have been drawn up by ~~Motorsport Australia in consultation with the National Excel Series Committee~~ the NSW Rally Panel and are based on Attachment A – Excel Rally Cars of the Group 3C PRC Regulations. The regulations apply to each NSW Competition where Excel Hyundai/Kia Rally Cars are eligible, ~~including each state based Excel Rally Series~~. To be eligible for awards and points in ~~an Excel~~ a Hyundai/Kia Rally Series Event, each Automobile is required to comply with these regulations.
- (b) Each Automobile in the Excel Hyundai/Kia Rally Cars class must comply with PRC regulations except where a variation is explicitly authorised or required by these regulations. An automobile complying with these regulations is eligible in any Competition for which the PRC group is also eligible.
- (c) These regulations foresee DOHC and SOHC Automobiles competing directly against each other. No freedoms are provided with a view to achieving ‘performance parity’.

2. ELIGIBILITY

- ~~(a) Each Hyundai Excel X3 model manufactured by Hyundai Motor Company between 1 July 1994 and 31 June 2000 and sold in Australia is eligible. This includes all GX, GL and GLX, Sprint, 3, 4 and 5 door models. Both the 1495cc double overhead camshaft (DOHC) and single overhead camshaft (SOHC) engines with the following engine number prefixes; G4EK, (SOHC) and G4FK, G4EC (DOHC) are eligible.~~
- (a) Each Hyundai or Kia model manufactured by the Hyundai-Kia Automotive Group that meet **ALL** the following criteria are eligible:
 - front wheel drive only
 - a swept engine capacity of 0-1600cc
 - an advertised standard production factory power output of 83kW or less
 - originally sold in Australia through the respective new car dealer network

For example, this precludes the 1.6L Gamma I DOHC VVT (G4FC - 91 kW) and the 1.6L Gamma II DOHC VVT (G4FD – 103kW) typically found in the Hyundai Accent RB2, RB3, RB4, RB5 or Hyundai i20 PB. These two examples of precluded engines are not comprehensive.

- ~~(b) Each Automobile must remain in standard specification as detailed in FIA Homologation paper number A5554 and N5554 or the Hyundai Factory Excel Workshop Manual/s, except where modification from standard specification is permitted by these regulations. If there is a discrepancy between the FIA Homologation paper and the Workshop Manual, the FIA Homologation will be the definitive document.~~
- (b) Each Automobile must remain in standard specification as detailed in FIA Homologation paper number A5554 and N5554 for the Excel X3, respective FIA Homologation papers for other models or the Hyundai/Kia Factory Workshop Manual/s, except where modification from standard specification is permitted by these regulations. If there is a discrepancy between the FIA Homologation paper and the Workshop Manual, the FIA Homologation will be the definitive document.

3. GENERAL

Parts for any Australian specification ~~Excel X3~~ model may be used on ~~an Excel~~ a Hyundai/Kia Rally Car as long as each part can be clearly identified as a standard ~~Excel~~ replacement part listed for the specific model of each vehicle available from an Australian Hyundai/Kia dealer or is an aftermarket part that is identical in appearance and function to the standard part which it replaces.

4. ENGINE

- (a) Cylinder bore size may be increased over the standard dimension (as specified in the applicable FIA Homologation papers or the relevant Hyundai/Kia Factory Workshop Manual/s for that vehicle) by a maximum +0.6mm as long as the resultant swept engine capacity does not exceed 1600cc ~~The standard bore size is 75.5mm.~~
- (b) A replacement piston must be standard in material and in each functional dimension. No post-manufacture machining of the piston is permitted.
- (c) The camshaft profile (lobes and their position) must remain standard. The timing of camshafts relative to each other must remain standard.
- (d) Undersized crankshaft bearings may be used. Crankshaft stroke must remain standard ~~(83.5mm)~~ as specified in the applicable FIA Homologation papers or the relevant Hyundai/Kia Factory Workshop Manual/s for that vehicle.
- (e) The cylinder head mounting face may be machined. The valve seats are free. Other than these exceptions, no modifications, machining addition or removal of material from the cylinder head is permitted.
- (f) Only normal engine reconditioning procedures are permitted within the mechanical specifications and compliance with ~~FIA Homologation paper number 5554 and the workshop manual~~ the applicable FIA Homologation papers or the relevant Hyundai/Kia Factory Workshop Manual/s for that vehicle. These specifications must be deemed to include factory approved and recommended methods of assembly as well as specific component measurements and finish standard.
- (g) Engine mounting bushes are free; however, the location and number of engine mounts is not.
- (h) Lubrication System: With the exception that an engine oil cooler may be installed, the engine lubrication system must remain standard.
- (i) **Only engines that were standard or an option in Australia to the specific model of vehicle as sold new through the Hyundai/Kia Dealer Network can be used. For example, a "1.4L Gamma I DOHC VVT" [G4FA] engine (i20 PB) cannot be fitted to a Getz TB.**

4.2 COOLING SYSTEM

- (a) The radiator and its method of fixing are free provided that the original radiator fittings on the Automobile are utilised.
- (b) The fitment of an additional electric fan is permitted. The operation of the fan may be by manual switch or thermostatic control.
- (c) Each radiator hose is free.
- (d) A screen may be fitted in front of the radiator.

5. FLYWHEEL AND CLUTCH

- (a) The clutch assembly may be replaced by an alternative assembly of the standard type.
- (b) The clutch and pressure plate assembly weights must comply with the following:
 - (i) Clutch Plate ~~1.06Kg Standard / 0.901Kg minimum~~ weight as per the applicable FIA Homologation papers or the relevant Hyundai/Kia Factory Workshop Manual/s for that vehicle. The minimum weight must not be less than 85% of the standard weight.
 - (ii) Clutch Pressure Plate ~~3.70Kg Standard / 3.145Kg minimum~~ weight as per the applicable FIA Homologation papers or the relevant Hyundai/Kia Factory Workshop Manual/s for that vehicle. The minimum weight must not be less than 85% of the standard weight.
 - (iii) The flywheel weight as per the applicable FIA Homologation papers or the relevant Hyundai/Kia Factory Workshop Manual/s for that vehicle. The minimum weight must be not

less than ~~6.3kg~~ 97% of the standard weight. This is to accommodate machining of the friction surface only for the purpose of standard servicing procedures.

6. INDUCTION

- (a) The air filter system is free upstream of the throttle body.
- (b) No modifications are permitted to the throttle body or inlet manifold.
- (c) Any type of forced induction is prohibited.

7. EXHAUST

The exhaust is free after the exit from the exhaust manifold, subject to specific local requirements. It may not project in any way beyond the coachwork (in plan). The exhaust system must not be provisional. Exhaust gases may only exit from the end of the system which must be within 10cm of the perimeter of the Automobile and aft of a vertical plane passing through the centre of the wheelbase. Parts of the chassis must not be used to evacuate exhaust gases. Adequate protection must be provided to prevent heated exhaust pipes from causing burns.

8. FUEL SYSTEM AND FUEL

- (a) Each fuel injector, electronic control unit and ignition computer must be an original and unmodified Hyundai/Kia ~~Excel~~ part for ~~a~~ that specific model sold in Australia.
- (b) The original fuel pump may be replaced by an external electric type.
- (c) The fuel lines, fuel pump wiring and relay system may be replaced or relocated.
- (d) An additional fuel pump and/or surge tank may be added.
- (e) Fuel must be Commercial Pump Fuel as specified in Schedule G of the Manual.
- (f) The fuel tank must be maintained in standard location. Protection for the fuel tank may be installed.

9. TRANSMISSION

- (a) The original gear selector mechanism may be modified to reduce free play. Any modification to the selector mechanism may not alter the pattern of gear selection.
- (b) A gearbox oil cooler may be installed.
- (c) Gearbox ratios must remain standard.
- (d) ~~Either a 3.842 or 3.656~~ Any factory fitted final drive ratio originally available with the specific vehicle model is permitted.
- (e) Limited slip or locked differentials are not permitted.

10. CHASSIS

- (a) The safety cage structure must be constructed in compliance with Schedule J.
- (b) Seam welding of the body shell is permitted. Strengthening of the shell may only be conducted in accordance with the PRC regulations.

11. WHEELS AND TYRES

- (a) The wheel diameter must be ~~13"~~ a diameter originally fitted as standard to that model series. Wheels are otherwise free, provided that each complete wheel and tyre is housed within the original bodywork.
- (b) Subject to compliance with Schedules E, tyres are free.

12. STEERING

- (a) The steering mechanism must use either
 - (i) a standard Hyundai/Kia ~~Excel~~ power steering rack; or
 - (ii) a non-assisted steering Hyundai/Kia ~~Excel~~ rack.
- (b) Power steering may be added or removed.
- (c) The steering wheel is free save that it may not contain any wood.

13. BRAKES

- (a) Brake friction material is free.
- (b) The brake lines are free.
- (c) The rear drum brakes, **where fitted from the factory**, must be standard, except that the backing plate may be modified for the purpose of allowing access for adjustment without disassembly.
- (d) Brake lines may be rerouted, and damage protection may be added.
- (e) The standard handbrake may be converted to 'fly off' for use in special stages.
- (f) A functional parking brake mechanism must be fitted.
- (g) The disc brake backing plate may be removed.
- (h) Each disc brake rotor must be standard. Cross drilling and/or slotting is not permitted.

14. SUSPENSION

- (a) Springs are free provided their type and location are unchanged. Where a "coil-over" design is fitted, it may be modified to enable the adjustment of ride height
- (b) Dampers which are externally adjustable for bump and/or rebound may be fitted. External reservoir designs are not permitted. The number and location of dampers must remain standard.
- (c) Each bump stop is free.
- (d) Each bush used at a suspension pivot point may be replaced by another. Spherical bearings are not permitted, except in the top strut mount.
- (e) The suspension may be modified so that camber and caster can be adjusted through the use of eccentric camber pins or washers and caster bush kits.
- (f) The use of replacement adjustable strut tops is permitted, providing that each utilise the standard body shell mounting points exclusively. The removal of metal from the suspension tower is prohibited, except that the hole in each rear strut tower may be enlarged to a maximum of 60mm diameter. This hole must remain circular and concentric with the original opening.
- (g) Anti-roll bars may be removed or changed provided original sway bar mountings to the chassis are used exclusively. The anti-roll bar link/s is free.
- (h) A strut brace may be fitted between the front suspension towers provided it only links the strut towers. The rear suspension towers may be braced by either the safety cage or a strut brace.
- (i) Suspension components may be strengthened and/or modified in accordance compliance with Motorsport Australia PRC regulations.
- (j) The origin of each standard suspension part must remain clearly identifiable.

15. ELECTRICAL EQUIPMENT

- (a) The spark plugs and high tension leads are free.
- (b) A standard Hyundai/Kia ECU, applicable to the engine fitted to the Automobile, from **any eligible model** ~~Excel~~ **the specific vehicle model**, must be used.
- (c) No replacement or piggyback ECUs, ECU reprogramming or modifications to the ECU wiring harnesses or sensors is/are permitted.
- (d) The ECU OBD-II diagnostic port must remain fully serviceable so that ECU sensor readings and other information can be accessed electronically.
- (e) ~~An Event organiser may require each Competitor to take part in a ballot for ECUs prior to an Event. If any Competitor requests a Ballot, it must be conducted after the completion of scrutineering and prior to the Drivers Briefing. Where such a ballot takes place, it is a requirement that ECUs be exchanged in accordance with the results of the ballot.~~

16. BODY AND COACHWORK

- (a) All coachwork must comply with the workshop manual specifications except that interior items such as carpet, underfelt, hood lining, rear seat, radio, speakers, console and rear parcel shelf may be removed as outlined in accordance with the PRC Regulations.
- (b) Supplementary gauges may be fitted within the cabin.
- (c) Pedal settings may be modified for position. The original mounting fixture points to the body structure must not be changed.

- (d) An air vent/scoop may be fitted in the roof of the Automobile in accordance with the PRC regulations.
- (e) Any rubber bush may be changed for another bush made of an elastomeric material as long as the new bush has dimensions the same as the original.
- (f) A rear wing may be fitted that meets the following requirements:
 - (i) The wing must be made of fibre glass.
 - (ii) The wing aerofoil must be fixed and not be able to be adjusted with tools.
 - (iii) The wing must be the ~~standard~~ Hyundai/Kia ~~low wing, Hyundai Part# 87211-22200 or 87211-22500 or Talon High wing part #HYU25~~ wing available as standard fitment or a factory fitted option for the specific model of vehicle or a wing identical to it. The intention is to limit the wing options such that all Automobiles look similar as they would from the factory.
 - (iv) A rear wing made of glass-reinforced plastic may be fitted provided that the wing aerofoil is fixed in position and cannot be adjusted and that the wing is identical to one available as standard fitment or a factory fitted option for the specific model of vehicle.
- ~~(g) the standard Hyundai 'low wing' part number 07211-22200;~~
- ~~(h) the standard Hyundai 'low wing' part number 07211-22500;~~
- ~~(i) the Talon 'High Wing' part number HYU25; or~~
- ~~(j) a part identical in design, material, construction and installation as any one of the above three acceptable parts.~~

17. WEIGHT

- (a) The minimum weight of the Automobile at any time during an Event is 960kg. This weight is the real weight of the Automobile, without driver and co-driver nor their equipment and all apparel.
- (b) The minimum weight of the Automobile with driver, co-driver and their equipment, at any time during an Event, is 1,120kg (960kg as per ~~14.1~~ 17(a) + 160kg). This weight is the real weight of the Automobile, driver, co-driver and all their equipment and apparel.

18. MISCELLANEOUS

Air conditioning may be added or removed.

TABLE A.1: GENERAL REQUIREMENTS FOR SERIES EVENTS

Conditions	NSW Rally Championship	East Coast Classic Rally Series – 2WD East Coast Classic Rally Series – 4WD	Clubman Rally Series Hyundai/Kia Rally Series	Rally Regularity Events
Competitive Distance	110km minimum		90km	Not applicable
Recommended Competitive Distance	120km – 150km		100km – 120km	Not applicable
Event Location	Supported by a location with sufficient accommodation for competitors, service crews and officials within 20 minutes' drive of the Service Park			
Days of competition	One, unless otherwise approved by Rally Panel		One	
Pace noted or blind	Blind, unless pace notes specifically approved by the Rally Panel		Blind	Blind
Reconnaissance (if pace noted)	Must be available the afternoon or morning immediately prior to the event, as a minimum.		Not applicable	
Event Format	Must not require competitors to be at the event venue prior to midday of the day before competition commences		<ul style="list-style-type: none"> • Enable max. of one night's accommodation • Enable competitors to self service 	Speed and safety requirements as per Motorsport Australia Regulations for this event type
Daylight, night stages	Daylight stages mandatory Night stages optional		Daylight plus night stages recommended	Daylight only
Heats	Event held over one day - Two, with roughly equal competitive distance. Event held over two days – Three or four, with roughly equal competitive distance. ONLY where the two day event is part of a higher level event, eg ARC, the competitor should be given the option to enter ONLY the two heats on the first day for a reduced entry fee.		None	
Competitor servicing	Central service point; optional remote refuel and emergency service with organiser-provided fuel transport			Central service point
Parc Ferme	As specified by Organiser		None	
Event Promotion	Ceremonial Start and Media Day encouraged.		As specified by Organiser	
Vehicle Signage	All vehicles to be required to display Rally NSW partner signage			
Rally Panel Levy	\$25 per competing vehicle for all NSW-based Series events, except Rallysprints			