

RALLY / ROAD APPENDIX

RALLY STANDING REGULATIONS

NATIONAL RALLY (NR)

Modified Article	Date of Application	Date of Publication
4.3 Competition Checker	01/01/2025	01/01/2025
4.4 Course Checker	01/01/2025	01/01/2025
5.4 Safety Notes	01/01/2025	01/01/2025
Attachment A 2 (a) <i>Competition Licence</i>	01/01/2025	01/01/2025
Attachment A 2 (c) Demerit Points	01/01/2025	01/01/2025
Attachment A 3.1 (a) <i>Competition Categories</i>	01/01/2025	01/01/2025
Attachment A 4.5 Special Stage Notice Board	01/01/2025	01/01/2025
Attachment A 6 Tour Categories	01/01/2025	01/01/2025

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.

Any HEADING is for reference only and has no regulatory effect.

1. PREAMBLE

1.1 GENERAL

- (a) A National *Rally* (NR) as defined in the *Rally Standing Regulations* (RSR), shall be held under the *FIA International Sporting Code* including Appendices, the *National Competition Rules of Motorsport Australia* (NCR) including Appendices and *Schedules*, the *Rally Standing Regulations* (RSR), including *Events General* (EG), *Special Stage Rallies* (SSR), *Vehicles General* (VG), *Tarmac Rally Technical Regulations* (TRTR), these Regulations, any Further *Supplementary Regulations* or *Bulletins* authorised under these regulations and any *Technical Regulations* as approved by *Motorsport Australia*.
- (b) A National *Rally* shall be conducted as a *Special Stage Rally* in accordance with the RSR.
- (c) Each National *Rally* must be approved by *Motorsport Australia* prior to any *Event Organiser* publishing that a National *Rally* is to be conducted under *Motorsport Australia*.
- (d) A condition imposed by these regulations; it shall take precedence over the RSR.

1.2 STATUS

Each *Event*, including all *Tarmac Rallies* as defined in RSR EG, shall be conducted at National level, under these regulations, unless *Motorsport Australia* approves a different status. An application to vary the status shall be made to *Motorsport Australia* at least six weeks prior to the publication of any information concerning the *Event*.

1.3 CALENDARING AND APPROVAL

Each *Organiser* must respect the calendar planning and *Event* approval process of the State in which the *Event* is to be conducted prior to applying for a date on the national calendar. Where a potential conflict is identified, additional consultation with *Motorsport Australia* will be required.

1.4 SHAKEDOWN ACTIVITY

Events may incorporate a 'Shakedown' activity prior to any *Competition*. This shakedown shall be non-competitive (no timing/results) and may be conducted on an approved *Special Stage* or other motor sport venue.

2. COMPETITION LICENCES:

For *Licence* requirements for a *Competitor*, *Driver*, *Co-Driver* and *Navigator* refer to the *Manual – General Appendix - Licences*. (<https://motorsport.org.au/regulations/manual/general-regulations>)

- (a) Each *Driver* and *Co-Driver/Navigator* must possess current and valid civil driving licences issued by appropriate civil authorities which permit driving on public roads without the need for supervision, except as provided below. Such driving licences must be presented to the *Organiser* at the *Event* documentation and upon request.
- (b) The requirement for a civil *Driver's* licence does not apply to any *Co-Driver/Navigator* holding a *Rally Licence* issued with a *Navigator* only condition. A Crew member who does not present a valid civil driving licence at the *Event* documentation check (including those holding a *Navigator* only condition) is required to sign a declaration to the effect that they will not drive the vehicle entered during the *Event*. Should they subsequently do so, that vehicle will be deemed to have been withdrawn from the *Event* and the *Driver* will be subject to an additional penalty, to be determined by the Stewards.

3. ELIGIBLE VEHICLES

3.1 ELIGIBILITY

- (a) Each *Automobile* shall comply with *Rally Standing Regulations - Vehicles General*.
- (b) Each *Automobile*, entered in a Tarmac *Rally* shall also comply with the *Rally Standing Regulations - Tarmac Rally Technical Regulations*.
- (c) Subject to the approval of *Motorsport Australia, Supplementary Regulations* may allow automobiles which do not comply with these requirements.

3.2 TECHNICAL DELEGATE

A Technical Delegate may be appointed in accordance with the *NCR*.

3.3 PARC FERMÉ

The *Organiser* shall provide a *Parc Fermé* at the end of the *Event* until such time as cars are released by the Stewards.

4. OFFICIALS

4.1 CLERK OF THE COURSE

The Clerk of the Course shall hold a minimum of a Silver Event Command *Licence* and the *Rally* endorsement or shall be in the process of being assessed to hold this *Licence* under conditions set by *Motorsport Australia*.

4.2 CHIEF SAFETY OFFICER

- (a) A Chief Safety Officer will be designated in the regulations of the *Rally*. They will belong to the Organising Committee and will take part in the devising of the Safety Plan.
- (b) During the *Rally* will be in permanent communication with *Rally Command*, the Chief Medical Officer and the *Start* of each special stage (by telephone or radio).
- (c) The Chief Safety Officer will be responsible for the implementation and enforcement of the Safety Plan.

4.3 COMPETITION CHECKER

- (a) *Motorsport Australia* shall appoint a *Competition Checker* who:
 - (i) Must be a highly experienced *Rally Driver / Co-Driver/Navigator* with consistent proven outright results and approved by ARCom.
 - (ii) Must hold a *Motorsport Australia* Official's *Licence* and must have completed a *Rally Checker* course.
 - (iii) *A Competition Checker will not be eligible to enter a Gravel Event that the Competition Checker has been appointed to.*
- (b) Prior to the *Event*, the *Competition Checker* in conjunction with the *Organisers* shall check that as far as practicable the *Event* will meet the safety requirements relating to the *Competitors* including:
 - (i) Attend the *Course* check with the *Event Course* Checker to advise and assist the *Event Course* Checker. If this is not possible the *Competition Checker* is to complete a check of the *Course* Checker with the Clerk of the Course or nominee.
 - (ii) They are to check that any potentially significant hazardous corner or section of road is appropriately cautioned, arranged to be protected appropriately or avoided.
 - (iii) If a hazard has been assessed by the *Organiser* as protected by an existing barrier, they must confirm that the *Organiser* has used a reasonable basis for such assessment.
 - (iv) The *Competition Checker* will prepare and submit to *Motorsport Australia* a written report on their initial and any subsequent review of the *Course*.
 - (v) The *Competition Checker* is to approve the Reconnaissance Notes before they are issued, if applicable.

- (vi) The *Competition* Checker is to check that RSZ, RTZ, NZ and VC's are planned to be positioned to manage identified hazards or speeds, for example, a jump or depression likely to unsettle cars, a tight corner after a straight, a deceptive corner or a difficult unsighted corner.
 - (vii) *Competition* Checker must liaise closely with the *Event Course* Checker prior to the *Event* and ideally will complete a second check of the *Course* with the *Event Course* Checker after the Road Book has been prepared for review and approval.
 - (viii) The *Competition* Checker must check that the Clerk of the *Course* has appropriately identified all Black Spots on the *Event* and that they are appropriately referenced.
- (c) During the *Event*,
- (i) Gravel Rally –
The *Competition* Checker ~~or nominee, who can be the *Event* Checker,~~ shall drive/co-Drive/Navigate each Special Stage, between the 000 and 00 cars (this should be included in the *Course* Car Schedule). ~~If the *Competition* Checker is unable to attend the *Event*, then the (if *Event Course* Checker, then in the 00 car) shall carry out the duties of the *Competition* Checker,~~ with the purpose of ensuring:
 - Road conditions are safe and as per the road book.
 - Advise of any hazards on the *Course* that may not be in, or have changed since the *Course* check, and may require an advice to crews.
 - Liaise with the *Event Course* Checker in 00 on the above points.
 - (ii) Tarmac Rally –
The *Competition* Checker or nominee, who can be the *Event* Checker, shall drive/co-Drive/Navigate each Special Stage, between the 000 and 00 cars (this should be included in the *Course* Car Schedule). If the *Competition* Checker is unable to ~~attend~~ act as the *Competition* Checker at the *Event*, then the ~~(if *Event Course* Checker, then in the 00 car)~~ shall carry out the duties of the *Competition* Checker, with the purpose of ensuring:
 - Road conditions are safe and as per the road book.
 - Advise of any hazards on the *Course* that may not be in, or have changed since the *Course* check, and may require an advice to crews.
 - Liaise with the *Event Course* Checker in 00 on the above points
- (d) The *Competition* Checker will provide *Motorsport Australia* a post *Event* report based on observations undertaken at the *Event* by the *Competition* Checker or their nominated representative attending the *Event*.

4.4 **EVENT COURSE CHECKER**

- (a) An *Event Course* Checker ~~(previously referred to as a “*Course* Checker” and licenced by *Motorsport Australia* as “*Course* Checker”);~~ approved by *Motorsport Australia*, shall be appointed by the appropriate State Rally Advisory Panel to each *Event* as per RSR EG 1.7.
- (b) The *Event Course* Checker acts as an advisor to the Clerk of the *Course*, and as a condition of *Event Permit* issue, must be satisfied that the *Event* can be conducted in accordance with; the NCR, the RSR and Public Safety and Control Procedure, Checkers Manual, the Series Regulations, the *Event Supplementary Regulations*, any *Further Regulations* or Bulletins issued for the *Event* and any other requirements of the *Motorsport Australia*.
- (c) The *Event Course* Checker must also ensure that the proposed Route Instructions define the intended route unambiguously, and that on the day of the *Event*, it is safe for the general public, officials and each Crew.
- (d) The *Event Course* Checker shall travel in the 00 car and checks the Special Stage ensuring it is secure, all requirements of the *Competition* Checker have been implemented and ready for competition to start.
- (e) The *Event Course* Checker should liaise with the *Organisers* and *Competitors/Crews* to identify any concerns that may have surfaced during the running of the *Event* for addressing prior to the running of the next *Event*.

4.5 **COMPETITOR RELATIONS OFFICER**

- (a) Competitor Relations Officers (CRO) must have:
 - (i) A wide knowledge of the sport and ideally have been involved as a *Competitor*, official, or held organisational or management positions.
 - (ii) An intimate knowledge of the *Event Supplementary Regulations*.
 - (iii) An up-to-date knowledge of rule and regulation changes.
 - (iv) Hold the appropriate *Motorsport Australia* Officials Licence.
 - (v) A good understanding of the procedures and timeframe under which a *Competition* operates.
 - (vi) The ability to assist *Competitors/Crews* by listening to problems, questions, queries, and be able to source the answers.
 - (vii) A knowledge of when a word of advice would stop a situation escalating, and of how to solve problems before they escalate.

- (viii) A desire through his/her actions to make the *Competition* as enjoyable as possible for both *Competitors*, Crews, and officials.
 - (ix) The ability at all times to be a good listener, be fair, use common sense, and to present an even disposition and act as a calming influence.
 - (x) In order to be seen as impartial and unbiased, a CRO should not be a member of the *Event* organisation.
- (b) Identification
- The Competitors' Relations Officer must be easily identified by *Competitors* and Crews and to this end it is required that:
- (i) A photograph of each CRO be included in the *Supplementary Regulations* (if possible).
 - (ii) Their photographs and contact numbers be listed.
 - (iii) They be introduced to the *Competitors* and Crews at drivers' briefings.
 - (iv) They wear a very conspicuous tabard or clothing (red or yellow is standard).
 - (v) They are supplied with a list of *Competitors'* contact telephone numbers by the *Event Secretary*.
- (c) Function
- The function of the CRO is to:
- (i) Give accurate answers to all questions.
 - (ii) Keep *Competitors* and Crews informed and play a mediating role at all times.
 - (iii) Provide all information or additional clarification in connection with the *Supplementary Regulations* and the running of the *Competition*.
 - (iv) Be available to all Crews, especially inexperienced Crews.
 - (v) Endeavour to keep as many Crews in the *Event* as possible.
 - (vi) Act as a calming influence on perceived injustices in the *Competition*.
- (d) Mediation
- In resolving and mediating in disputes, a CRO should:
- (i) Avoid forwarding questions to the Clerk of the Course or Stewards which may be solved satisfactorily by a clear explanation, with the exception of protests. (For example, clarify disputes over times, with the assistance of the timekeepers)
 - (ii) If the lodging of a protest from a *Competitor* is inevitable, then advice should be given on the judicial process and procedures which must be followed.
 - (iii) Refrain from saying anything or taking any action which may give rise to protest.
 - (iv) Clear up any unresolved queries at the finish of the *Competition* before *Provisional Results* are posted.

5. SAFETY

5.1 SAFETY PLAN

Each *Event* must compile a written Safety Plan

- (a) The Safety Plan must include the following information:
 - (i) The location of *Rally Headquarters* and *Rally Command Centre*.
 - (ii) The names and contact information for the Clerk of the Course, Deputy Clerk of the Course and Chief Medical Officer (or Medical Services Manager).
 - (iii) The addresses and telephone numbers of the various safety services including, but not limited to, Police, Hospitals, Emergency Medical Services, and Firefighting Services.
 - (iv) Full *Event* itinerary.
 - (v) Procedures for tracking competing vehicles; and
 - (vi) Safety Plan for each Special Stage.
- (b) The Safety Plan must also include, for each Special Stage:
 - (i) A list of all Senior Officials and Emergency Services for the Special Stage (including contact information).
 - (ii) Include a detailed map of the Special Stage indicating the location of MIVs/Ambulances and radio points.
 - (iii) Provide instructions for intervention.
 - (iv) Define evacuation routes; and
 - (v) identify the Hospitals which will be used in the event of an emergency.
- (c) The Safety Plan should address issues related to the safety of the public, competing crews and officials.
- (d) A draft of the Safety Plan must reach the *Motorsport Australia* at least four weeks prior to the start of the *Rally*. Any comments by *Motorsport Australia* will be advised within two weeks of receipt.

5.2 SPECIAL STAGE SPEED

- (a) *Course* design should take into account the principle that no Special Stage on a *Rally* should exceed 120 km/h + 10% in average speed.

- (b) On roads which will likely result in higher average speeds, measures can be taken to reduce average speeds. These ideally should be located in such a way so as to reduce top speeds, reduce entry speeds into corners which would otherwise have high-speed braking beforehand, and/or have some other feature which may deem the corner 'difficult'. See RSR SSR.
- (c) Such measures should be discussed with and approved by both the *Event* and *Competition* Checker. Advance warning of their possible inclusion should be included in the *Supplementary Regulations* of the *Event*.
- (d) If a method not presently approved is intended to be implemented by the *Organiser*, approval is required from *Motorsport Australia*. At least two working weeks should be allowed for such an approval, if all necessary information, diagrams etc. are provided in electronic form at the point of application or otherwise a longer timeframe may be required.
- (e) If the maximum permitted average speed in a Special Stage is exceeded, then that Special Stage will not be approved for inclusion in the *Event* the following year unless some measure has been taken that would likely result in the reduction of the average speed of any competing car to below the maximum.
- (f) Maximum Speed Limit (SL) Category
The *Organisers* may impose a maximum speed limit category, which shall be detailed in the *Supplementary Regulations*.
 - (i) The *Supplementary Regulations* shall specify speed limit categories to be included in the *Event*.
 - (ii) Tarmac rallies must include at least one 130 km/h speed limit category.
 - (iii) The *Supplementary Regulations* shall specify the penalty scale for exceeding this speed limit.
 - (iv) *Competitors* are encouraged to make provision in the *Competition* Automobile for some form of speed warning for the benefit of the Crew.
 - (v) The *Organisers* will have mounted in each vehicle a device capable of recording and/or transmitting the vehicles speed while on a Special Stage. i.e., RallySafe or RallySafe Lite.

5.3 SOS RADIO POINTS

An efficient SOS radio system must in place with the following requirements:

- (a) SOS radio points must be established at intervals of approximately 5km on all stages.
- (b) Each Start, Stop and SOS radio point must have radio contact with the *Rally* Command either directly or through no more than one other point.
- (c) No stage may start or continue to run without these radio communications continuing to function. If the radio network is compromised then Mobile Phone or Satellite Phone service may substitute.
- (d) SOS radio points must be identified by the SOS Radio Point Sign on a blue background with a similar sign on a yellow background placed 100m before the location.

5.4 SAFETY NOTES

Refer *Rally* Standing Regulations – Special Stage *Rally* Article 2.6 (a).

~~The provider of any Safety Notes to be used for the Event must be approved by Motorsport Australia. They must provide a copy of the notes to be distributed to their customers for any Event to the Competition Checker for approval before they are distributed. They must also provide a list of their customers to the Organisers. Safety Notes must feature CARES, CAUTION, DANGERS and Black Spot warnings which conform with the Road Book however may contain additional information.~~

5.5 CREW EXTRICATION TEST

A crew member must be able to demonstrate that they can extricate through an open door of the car from a belted position in full apparel within a specified time as set by *Motorsport Australia*. Such extrication tests must be undertaken at least once annually at a *Motorsport Australia Event*.

6. MEDICAL AND RESCUE REQUIREMENTS

6.1 GUIDING PRINCIPLES

- (a) In the event of an accident, with injury to Crews, the requirements of the Medical and Rescue Services at the *Event* are as follows:
 - (i) A timely response to the accident scene.
 - (ii) Safe extrication of the injured Crew member.
 - (iii) At the scene treatment and stabilisation of the injured patient.
 - (iv) Timely and safe evacuation of the patient to definitive care.
- (b) All rescue operations requiring the despatch of a medical or rescue vehicle are to be initiated following a specific order from the Clerk of the Course. Any evacuation should be conducted using the routes and hospitals described in the Safety Plan.

6.2 ORGANISATION OF MEDICAL AND RESCUE SERVICES

- (a) Medical Delegate
- (i) *Motorsport Australia* (MA) may appoint a Medical Delegate for the *Motorsport Australia Rally Championship Events*, Tarmac Rallies or other Events as it deems appropriate.
 - (ii) Their role is to liaise with both the *Event Organisers* and the medical service provider to ensure that the medical and rescue services are of the required standard for that *Event*.
- (b) Chief Medical Officer (CMO)/ Medical Service Coordinator (MSC)
- (i) The CMO should be a doctor with emergency management experience and preferably with some pre-hospital experience.
 - (ii) This person must be present at the *Event* and is responsible for managing all medical resources. He/she will be involved in devising the Safety Plan, along with the Medical Delegate from *Motorsport Australia*.
 - (iii) In the absence of a CMO, a MSC may be appointed in their stead. The MSC should be medically trained either as a paramedic or a nurse. The only function they are unable to perform is to certify Crews fit to compete. In such a case that can be done by the Medical Delegate or other Doctor.
 - (iv) Some State health regulations require a Doctor to authorise and/or be present for the administration of Schedule 8 drugs (such as opioids, benzodiazepines, ketamine, paralysis agents etc).
In that instance, it is **advisable to ensure required** that the event has a CMO. **Where there is no available Doctor (either CMO or other) the MA Medical Delegate may assist in that authorising role.**
- (c) Medical Intervention Vehicles (MIV)
- (i) Ideally this should be a 4x4/AWD vehicle capable of carrying 2 or 3 crew plus equipment which may be dual use (including both medical and rescue) or purely medical.
 - (ii) A MIV should be stationed at the Start of every active stage. This MIV must be able to reach any point on the stage without travelling more than 15 kms, including short cuts. If this cannot be achieved then a mid-point MIV should be employed in addition to the Start vehicle.
 - (iii) An Ambulance can be used as a MIV provided it can safely traverse the stage. If an ambulance is used there must be a separate Rescue vehicle available close by.
 - (iv) The MIV's/Ambulances may loop or progress through the *Event* provided that all special stages have MIV/Ambulance coverage whenever that Stage is active. No special stage may start, or continue, unless the appropriate number of MIVs/Ambulances are present.
 - (v) It is to be recommended, that if resources permit, there be a 'roving' MIV, usually designated as the Incident Control Vehicle (ICV). This should have experienced personnel as the crew such as the CMO/MS and senior paramedic.
It backs up any MIV deployed and assists in scene management and evacuation. It can also replenish any MIV involved in an incident if required.
 - (vi) Have a designated running schedule which maximises the efficiency of the MIVs which must be included as part of the published *Event Safety Plan*.
 - (vii) Be in constant radio contact with *Rally Command*.
 - (viii) Carry a minimum of two (9kg or 9 litre) fire extinguishers; and
 - (ix) be suitable to be able to traverse the stages in all weather conditions.
- (d) MIV Safety Check
- (i) To provide the last Crew with the protection of another vehicle close behind them, an MIV may proceed through each stage 2 minutes after the last crew starts. This will ensure that the last crew has a vehicle checking on them even if the Sweep car is delayed. The MIV can provide early medical intervention in the event of an accident which may have occurred late in the running of the stage.
 - (ii) This will also allow the MIV medical crew to check on the status of any crews who have had accidents during the stage, before the road is opened to normal traffic after the Sweep car has passed. Completion of Stage Safety Check must be communicated to *Rally Command* at the earliest convenient time, preferably with timings documented.
- (e) Accident and Injury Reporting
- It is the responsibility of the paramedic or doctor attending an incident to provide to the Clerk of the Course/Stewards a *Motorsport Australia* Accident and Injury Report for every incident attended.
- (f) Rescue/Extrication Services
- (i) Rescue equipment and personnel may either travel with a dual use MIV (preferred) or be in a separate vehicle. If a separate Rescue vehicle is used this may also be known as a Technical Intervention Vehicle (TIV).
 - (ii) Each TIV vehicle should have rescue/cutting equipment and some fire suppression capability plus appropriately trained personnel.
 - (iii) Where a separate TIV vehicle is used, it must be located centrally to the active stages and be able to respond promptly to any incident when required.

- (g) Ambulances
- (i) The Organiser must ensure that there is an ambulance available stationed at a central location, near to the active stages. It is acceptable for a local ambulance to provide this service whilst remaining at the depot. **Ideally this should be a 4x4/AWD vehicle for gravel Events.**
 - (ii) Ambulances should be no more than 30mins driving time from the most remote point on a special stage.
 - (iii) If an ambulance is not available as per (i) and (ii) above then an ambulance should be dedicated to the *Event*. In the event of this ambulance being used for an evacuation, it is acceptable for a local ambulance to provide back-up whilst remaining at the depot, the 30-minute travel time constraint still applying.
- (h) Helicopters
- (i) The cost of having dedicated helicopter evacuation capability for each *Event* is prohibitive.
 - (ii) It is entirely acceptable to use the local Helicopter Emergency Medical Service (HEMS) who should be informed of the *Event* prior to its commencement.
 - (iii) Suitable landing spots in or close to each stage should be identified in the Safety Plan.
- (i) Medical Services for the Public
- (i) It is recommended that First Aid services for the public should be provided wherever spectator areas managed by the *Organiser* are made available. These services shall be under the direction of the Chief Medical Officer.
 - (ii) If residents are 'locked-in' by any stage passing their property, then they should be provided with an emergency contact number to ring the *Organisers* in case of any medical emergency at their location.
 - (iii) Whilst the medical resources are directed to the *Rally Event*, bystander or civilian medical emergencies cannot be ignored and should be responded to as required, depending on their severity.

6.3 REQUIREMENTS FOR MIV'S

- (a) General
- The MIVs should:
- (i) Be crewed by personnel trained in resuscitation plus fire suppression and extrication (where appropriate).
 - (ii) Have a designated running schedule which maximises the efficiency of the MIV's which must be included as part of the published *Event* Safety Plan.
 - (iii) Each MIV to be in continuous radio contact with *Rally* Command. The need for good 'comms' cannot be over emphasised.
 - (iv) Equipped with one complete medical kit.
 - (v) Equipped with rescue and extrication gear where the MIV is dual use.
 - (vi) Equipped with at least 2 fire extinguishers of 9kg or 9litre capacity.
 - (vii) Vehicles must be suitable to be able to traverse the stages in all weather conditions.
- (b) MIV Personnel
- (i) The MIV crew must consist of at least 2 persons, one being an individual trained in resuscitation/trauma management with appropriate medical equipment. If the MIV is dual use as rescue, then the 2nd person must be a Fire Fighter who is trained in rescue and resuscitation.
 - (ii) The medical personnel should be able to:
 - Manage an airway including the insertion of an iGel (and/or ETTube) and ventilation
 - Gain intravenous access and administer IV drugs.
 - Resuscitate patients using CPR and be proficient in the use of defibrillators.
 - (iii) Students are welcome additions to the team but must only be supernumerary and not in place of more qualified personnel.
- (c) MIV Situations
- The MIV should have equipment enough to cover the following situations.
- (i) Equipment for securing the Airway:
 - Oro-pharyngeal and naso-pharyngeal airways
 - Laryngoscope, bougies and introducers
 - iGels and/or ETTubes
 - Equipment for the difficult airway
 - Method of CO2 detection
 - Device for measuring oxygen saturation
 - Stethoscope
 - (ii) Equipment for Ventilation:
 - Portable suction device
 - Suction catheters
 - Portable oxygen cylinder with reducing valve and appropriate connections
 - Facemasks including a non-rebreather mask

- A Bag-Valve and Mask
- (iii) Equipment for Circulatory Support:
- Various tourniquets plus a Combat Tourniquet
 - Equipment for Intravenous (IV) access
 - A heart monitor and defibrillator
 - BP Cuff
- (iv) Equipment for Immobilisation:
- Cervical collars (soft/hard)
 - A spine board
 - Pelvic Binder
- (v) Dressings:
- A selection of dressings including field dressings
 - Burns dressings
- (vi) Drugs:
To be supplied by the MIV supplier, Doctor or Paramedic at their discretion but should include drugs for:
- Drugs for resuscitation
 - Drugs for cardio-vascular problems
 - Drugs for anaesthesia including opioids, paralysis agents and sedatives
 - Drugs for treatment of diabetic problems
 - Drugs for assistance in controlling of bleeding (TXA)
 - Drugs for the treatment of anaphylaxis
- (vii) Miscellaneous:
- Scissor capable of cutting fabric including seat belts
 - A survival blanket
 - A ground sheet
 - Some black material to place over the operator whilst intubating in bright light
 - Non sterile gloves of various sizes
 - Various splints
- (d) MIV / ICV– Medications
The MIV or ICV must carry suitable medications as described in Article 6.3 (c) (vi) above.
Where permitted, medications including the following are recommended.

ITEM	PER MIV	ICV
Adrenaline 1.1000 1mg in 1ml IV	5	5
Aspirin (Disprin 300MG)	5 doses	5 doses
Glucose 10% 500ml IV	1 bag	1 bag
Glucose Oral Gel	4	4
Ibuprofen Tabs	1 sheet	1 sheet
Imodium Tabs	1 sheet	
Ketamine 200mg in 2ml IV	2 vials **if CCP**	2 vials
Lignocaine 1% with adrenaline SC **if basic suturing kits provided**		5 vials
Maxalon 10mg in 2ml IV	5 vials	5 vials
Metaraminol 5mg in 10ml syringe	--	2 syringes
Methoxyflurane	2 vials	2 vials
Midazolam 5mg in 1ml IV	5 vials	5 vials
Morphine 10mg in 1ml IV	5 vials	5 vials
Naloxone 400mcg in 1ml IV	2 vials	2 vials
Nexium 40mg	1 sheet	1 sheet
Nitrolingual Spray or tablets	1 bottle	1 bottle
Ondansetron 8mg wafers	1 box	1 box
Ondansetron 4mg IV	5 doses	5 doses
Paracetamol	1 box	1 box
Pentrox Inhaler*	5 doses	5 doses
Rocuronium 100mg		2 vials
Salbutamol Inhaler (Ventolin)	1 inhaler	1 inhaler
Sodium Chloride 0.9% 09mg in 10ml for injection	10 doses	10 doses
Sodium Chloride 0.9% 1000ml	2 litres	2 litres
Rocuronium 100mg IV	--	2 doses

Tranexamic Acid 1mg vials IV	2 mg	2 mg
Vecuronium 4mg in 1ml		5 vials

6.4 REQUIREMENTS FOR EXTRICATION/RESCUE VEHICLES

For Technical Intervention Vehicles (TIV) intended to undertake the release of persons from damaged cars, the following equipment, at least, should be carried on board.

- (a) Cutting and Hydraulic Equipment
- 1 large powered cutter
 - 1 large powered spreader
 - 1 small powered spreader
 - 1 powered saw with selection of blades for metal and composite material
 - 1 oscillating electric saw for cutting composites
 - 1 1-ton trolley jack
 - Tools should preferably be electrically operated (can be hydraulic), with portable power supplies (generators or batteries) with adequate reserve
- (b) Hand Tools
- 1 knife per crew member for cutting harness webbing;
 - 2 hacksaws with unbreakable blades;
 - 1 small axe;
 - 2 pairs of tin shears, one curved, the other straight;
 - 1 pair of shears for cutting aramid, carbon fibre or fibreglass fabrics;
 - 1 pair of pliers;
 - 1 large Vise-grip;
 - 1 crowbar;
 - 3 ropes (18 ft or 5 m), 3 ton breaking strain;
 - a selection of blocks/chocks to stabilize a vehicle;
 - Selection of metric and AF sockets, ring and open-ended spanner;
 - 1 set of Allen keys (metric and AF);
 - 2 hammers (large and small);
 - 1 2 kg club hammer;
 - Selection of screwdriver;
 - 1 portable electric light;
 - 1 pair of work gloves per crew member

7. MEDIA

Media shall be accredited in accordance with the *Motorsport Australia* requirements, noting specific additional regulations in relation to the use of Drones\RPAs.

ATTACHMENT A – TARMAC RALLIES

1. PREAMBLE

1.1 GENERAL

This attachment applies to all Tarmac Rallies that are run as per the definition in the *Rally Standing Regulation – Event General*, Article 1.29.

The Standing *Rally Regulations*, *Events General (EG)*, *Special Stage Rally (SSR)*, *National Rally (NR)*, *Vehicles General (VG)* and *Tarmac Rally Technical Regulations TRTR* will apply to all Tarmac Rallies.

1.2 DEFINITIONS

(a) Base Time

The Base Time is the target time set for a Crew to complete a Special Stage without incurring a time penalty. Time achieved under the Base Time does not count, and no advantage is gained by being under this time.

Example: if the base time for a stage is set at 8:00 minutes and the Crew complete the Special Stage in 8:05 the crew will incur a five second penalty for that Special Stage. The five seconds will be added onto the Crew's total penalty time for the *Event*. If the Crew complete the Special Stage in 7:50 there is no benefit gained being 10 seconds under the Base Time. It is the Crew's responsibility to manage each Special Stage Base Time.

(b) Transport / Liaison Section

A Section of the *Event* with minimal driving and Navigation demands designed to take vehicles from one Touring Section / Special Stage to another. A Transport / Liaison Section may be untimed for competition but Late Time limits may apply.

(c) Time Speed Distance (TSD) Stage

(i) Also known as an Average Speed Section. Refer *Motorsport Australia National Touring Standing Regulations Article 2.1*

(ii) This type of Special Stage is designed for Crews to accurately gauge when they will need to cross pre-determined points within a Special Stage and the time, they reach the flying finish line.

2. COMPETITION LICENCES.

(a) For *Licence requirements* and *Licence upgrade requirements* for a *Competitor, Driver, Co-Driver* and *Navigator* refer to the *Motorsport Australia Manual – General Appendix – Competition Licences*, (<https://motorsport.org.au/regulations/manual/general-regulations>) and

~~Drivers in Tarmac Rallies will require the following level of Licence~~

~~(i) Category C Driver – 130 km/h category and lower maximum speeds.~~

- ~~• National Rally Licence.~~
- ~~• Medical Required as per *Motorsport Australia Competition Licence* requirements.~~
- ~~• Completion of ADI Driving Course or~~
- ~~• As approved by Motorsport Australia~~

~~(ii) Category B Driver – 165 km/h category, and between 130 km/h and 160 km/h maximum speeds.~~

- ~~• National Rally Licence with a *Tarmac Rally* endorsement.~~
- ~~• Medical Required as per *Motorsport Australia Competition Licence* requirements.~~
- ~~• Completion of ADI Driving Course or~~
- ~~• As approved by Motorsport Australia~~

~~(iii) Category A Driver – Outright (200 km/h category) and greater than 160 km/h maximum speeds.~~

- ~~• National Rally Licence with a *Tarmac Rally* endorsement.~~
- ~~• Medical Required as per *Motorsport Australia Competition Licence* requirements.~~
- ~~• Completion of ADI Driving Course or~~
- ~~• As approved by Motorsport Australia~~

~~(iv) An International Road C Licence may be required due to the vehicle being used, ref *Manual – General Appendix – Competition Licences*.~~

~~Upgrading of Licence~~

~~*Manual – General Appendix – Competition Licences*, upgrade conditions.~~

(b) Licence Demerit Points System

The Stewards of the event in which the incident has occurred will impose demerit points on Drivers if their vehicle is involved in an incident considered to have been caused or contributed to by reasonably avoidable Driver error or if the Driver is established to have committed any other breach specified below:

- (i) Category 1 Incident - either 2 or 3 demerit points depending on the severity of the infringement:
- Damage to Roll Over Protection System (ROPS).
 - Significant bodywork damage (ingress of greater than 50mm on occupant door or 150mm in other areas).
 - Partial or complete rollover.
 - Removal of a wheel or significant damage to suspension and/or steering components as a result of a collision.
 - Exceeding any speed limit by 50 km/h or more.
 - Any breach of Article 83 of the *NCR* in connection with a Tarmac Rally.
- (ii) Category 2 incident - 1 demerit point:
- Minor damage to bodywork (ingress less than 50mm on occupant door or 150mm other areas).
 - Failure without reasonable excuse to comply with Article 3.2(a) of this Appendix A or the incident procedures for the event concerned.
 - Failure without reasonable excuse to yield safely for another car attempting to overtake on a special stage.
 - Exceeding any speed limit on a transit or special stage in any Tarmac Rally by more than 20 km/h but less than 50 km/h.

A decision of the Stewards to impose demerit points is subject to appeal under Article 101 of the *NCR*.

(c) Consequences of accrual of Driver's demerit points:

- (i) A Category A Driver who accrues 6 or more demerit points within a two-year period will be ineligible to compete in the Outright Category of **any the next three (3) Tarmac Rally rallies** unless otherwise approved by ARCom.
- (ii) A Category B Driver who accrues 6 or more demerit points within a two-year period will be ineligible to compete in the Outright Category or 165 km/h speed category of **any the next three (3) Tarmac Rally rallies** until they have been classified as a finisher in the 130 km/h or 165 km/h Category in 3 Tarmac Rallies without accruing any further demerit points.
- (iii) A Category C Driver who accrues 6 or more demerit points within a two-year period will be ineligible to compete in **Outright Category or 165 km/h speed** category of any Tarmac Rally until they have been classified as a finisher in the 130 km/h Category in 3 Tarmac Rallies without accruing any further demerit points.
- (iv) The consequences set out in this article are not subject to appeal, nor is a decision of ARCom to decline to permit a Category C Driver who has accrued 6 or more demerit points within a 2 year period from competing in a Tarmac Rally.

- (d) Nothing in article (c) above prevents an *Organiser* from refusing to issue an invitation to compete in any category to a Driver on any grounds

3. COMPETITION

3.1 COMPETITION CATEGORIES

- (a) The *Organiser* will make allowance for speed limited categories as per as per RSR – SSR Article 5.6 (c).
- (i) **Category C**, 130 km/h category, a maximum speed of 130 km/h is permitted.
- (ii) **Category B**, 165 km/h category, a maximum speed of 165 km/h is permitted.
- (iii) **Category A**, Outright category, a maximum speed of 200 km/h is permitted.
- (iv) Any other category as approved by *Motorsport Australia*
- (b) An outright *Competition* category will not be approved unless another speed limited category is included in the *Event*.
- (c) Vehicle speeds **must** be measured by a GPS tracking device in the car and the data for each car available to the Clerk of the Course. The penalty for exceeding the specified maximum speed is to be stated in *Supplementary Regulations*.

3.2 OTHER COMPETITION REQUIREMENTS

- (a) An outright *Competition* category will not be approved unless a speed limited *Competition* is included in the *Event* as per RSR – SSR Article 5.6 (c).
- (b) Any Crew which fails to report a hazard of their making of which they can reasonably be assumed to have knowledge, may be deemed in breach of the regulations and appropriately penalised by the Stewards.
- (c) A number of “warm up” stages should be used. These stages should be designed by the *Organiser* to phase in a driver to the *Competition* regime. They should be Category B stages and should not require unrealistically slow driving and should be relevant to the upcoming *Competition* stages. These warm up stages should accommodate progressively increasing pace.
- (d) **Judicial Cameras**
Each competing car must be fitted with a forward-facing on-board camera. The *Competitor* is responsible for ensuring that this camera is recording on each *Competition* stage, and that no recording is deleted until midnight of the day of recording. The recording must be made available to the Clerk of the Course or Stewards upon demand.

4. COURSE

4.1 ROAD SELECTION

- (a) Avoid competitive use of sections of road which:
 - (i) The *Organiser* is responsible for the selection of *Competition* stages and is expected to use reasonable judgement in selection, taking into account safety considerations. However, it should be noted that these *Events*, like all rallies, are not conducted on dedicated racing circuits and therefore it is acknowledged that not all roadside risks can be completely mitigated.
 - (ii) Feature significant un-protectable roadside objects in identified likely run off areas, particularly on downhill sections, which, in the reasonable assessment of the *Organiser* (as reviewed by the *Competition* Checker), present a significant risk to Crews including but not limited to trees, poles, unprotected drops, and unprotected water-bodies.
 - (iii) Feature long straights or long sections of sweeping slight bends, particularly on wide roads, which add little to the challenge of the stage, unless the sections are “interrupted” by some artificial slowing device, either actual or virtual.

Note – calculated corner speed should be one factor considered when assessing the level of risk.

- (iv) The use of any section of road on a Special Stage where communication to Rally Command or the Stage Commander is not possible at every point of the stage is prohibited. Communication can be via, Radio, Mobile Phone, Satellite Phone.

4.2 HAZARD-PROTECTION

With all hazard-protection measures in place, a stage with an average speed above 132 km/h, is not acceptable. The average speed maximum is 120 km/h + 10%.

4.3 STAGE GRADING

- (a) Tarmac Special Stages will be graded into either Category A or Category B.
 - (i) Category A Special Stages may have a Base Time which equates to an average speed in excess of 120 km/h.
 - (ii) Category B Special Stages must not have a Base Time which equates to an average speed in excess of 120 km/h.
 - (iii) Only those Special Stages graded Category A will be permitted to have a Base Time which is impossible or unlikely to be beaten by any Crew in dry conditions.
- (b) A Category A stage could have a Base Time which equates to an average speed of 140 km/h (but it shouldn't be running if in fact cars are completing it in a time which equates to in excess of 132 km/h). So, if the fastest car completes the stage in a time which equates to 125 km/h then that car won't beat the Base Time so they have accrued penalties and every other car will have even higher penalties.
- (c) Category B stages will still be a competitive stage but, by their nature, with a Base Time that a fair proportion of the *Competition* field will beat, those cars will get no penalties if they finish it within the Base Time and they get no benefit from beating the Base Time. This is the key – to disincentivise Crews from driving hard on stages they should clean. Some cars in the field, likely lower powered classics, won't beat the Base Time so they will accrue some penalties. There may also be cars that are capable of beating the Base Time but have a mechanical or (hopefully not) a minor crash or fail to start the stage at all in which case they won't beat the Base Time so they will accrue penalties.

- (d) Category A Special Stages
- (i) Are to be limited to sections of road:
- Which do not feature sections on which a terminal speed of 200 km/h is likely to be achieved and maintained for 1km or more, noting that this can be mitigated in certain circumstances by the introduction of a actual or virtual device to slow vehicles (noting that a lower terminal speed is more desirable).
 - Which do not include prolonged downhill sections containing significant unprotected roadside objects which could be reasonably expected to cause death or serious injury if impacted by a competing car.
 - Where the outside of bends where it can reasonably be anticipated that a vehicle might leave the road at a speed likely to result in serious injury or which feature steep drops, are protected by Armco or similar vehicle retaining barriers, earth banks or rock walls, or the risk of the vehicle leaving the road is mitigated by the use of a virtual or actual chicane or other appropriate speed reduction measure.
 - On which immovable solid roadside objects in the direct predictable path of vehicles in run-off zones, such as trees or poles, or steep drops off the edge of the road, which are reasonably foreseeable as likely to cause serious injury in the event of a collision, can and will be protected by hay bales, water barriers or tyre bundles, or the risk of collision is mitigated by the use of a virtual or actual chicane or other appropriate speed reduction measure.
- (ii) In the discretion of the Clerk of the Course, Category "A" stages can be downgraded to a Category "B" stage in wet conditions.
- (iii) If an average speed in excess of 120kp/h is achieved by any car on a Category "A" stage, the stage may not be used without amendment in future and the fact of that exceedance is to be reported to ARCom.
- (e) Category B Special Stages
- (i) Category "B" stages may feature some unprotected roadside objects or drop off edges in predictable run-off zones provided that they are appropriately cautioned and may feature mid length straights (less than 1km) or a series of slight sweeping bends.
- (ii) The Base Time must be set for a Category B stage and must be more than the time reasonably anticipated that the fastest competition vehicle can complete the stage.
- (iii) Under no circumstances may the dry Base Time for a Category B stage equate to a time which is greater than an average speed of 120kp/h. This reflects that a Category B stage will feature some hazards.
- (iv) If a car completes a Category B stage by going under the Base Time by more than 10% it will incur penalties for each second under that 10%.
- (v) If a car completes a Category B stage in a time which exceeds the Base Time by less than 10%, no penalties are accrued.
- (f) If a Category A stage has been downgraded to a Category B stage, the times of all cars which completed the stage before it was downgraded will be substituted for the wet Base Time to ensure that all Crews in a class are classified equitably. However, in that case, only penalties appropriate to the Category A status will apply to those completing the stage before downgrading.
- (g) The use of "neutral zones" should be considered where there are for example, two separated "technical" section of road separated by a section of very fast road.

4.4 COURSE CARS

- (a) In *Events* featuring Tour categories which traverse the *Course* ahead of *Competition* categories, the Crew in an additional *Course* car marked "Safety Checker" are to inspect each stage after the Tour field has completed the stage and before any *Competition* category commences. Their role is to ensure that spectators are in safe positions and to report any changed conditions on the *Course* which require notification to *Competition* Crews at the start control. They must also ensure that all the requirements prescribed by the *Competition* Checker have been implemented. For a Tarmac Rally it will not be necessary for the *Competition* Checker to have any formal role during the running of the *Event*.
- (b) Each official Course Car (e.g. zero cars, sweep cars) must be fitted with an in-car camera which must be operational at all times on special stages.

4.5 SPECIAL STAGE NOTICE BOARD

An electronic noticeboard or white board is to be positioned at the start of every special stage within clear view of crews approaching the start line on which is to be displayed the following information:

- (a) Stage declared “wet/dry/intermediate”.
- (b) Cars stopped on stage – Car Number, Distance, Closest tulip reference in road book, whether car on or off the road and which side of the road.
- (c) The precise location of any damaged infrastructure or oil or fluid spill or other hazardous object on or near the road and whether on the racing line.

4.6 REPORTING INCIDENTS

If any Crews vehicle that has struck and caused material damage to a barrier which may have compromised its integrity or dropped oil or other fluids or noticed an unforeseen hazard on a special stage which is likely to present a risk to following cars, and that vehicle remains stopped at the scene, the Crew must

- (a) erect triangles to warn following vehicles; and
- (b) convey information about the incident to the *Organisers* as soon as possible or at the end of the stage.

This information is then to be added and displayed on the Stage Noticeboard.

5. TIMING

5.1 BASE TIME STAGE

The Base Time is the target time set for a Crew to complete a Special Stage without incurring a time penalty. Time achieved under the base time does not count, and no advantage is gained by being under this time.

- (a) **Outright:** All vehicles have the same Base Time (and is called the Standard Base Time) irrespective of *Competition*, category, and class.
- (b) **Class:** Base Times are set for each class or specific vehicle, with the time applying to all Crews in a given class. The calculation of the Base Times and the classes they apply to shall be notified in the *Event Supplementary Regulations* or *Sporting Regulations*.

Example: If a class is shown as 11.5 (seconds per minute) in the VPT and the Standard Base Time for a stage is 5.00 minutes; the calculation is determined as follows:

The Index = Standard Base Time x Handicap

5 min x 11.5 sec = 58 sec (rounded up)

The stage Base Time for this vehicle class = 5 min 58s; being the Standard Base Time of 5 min + the handicap time of 58 sec.

This is the time then deducted off the crew's elapsed time (assume this was 7 min 34 sec) to give the penalty time for the stage: 7 min 34 sec – 5 min 58 sec = 1min 36 sec

The Base Time may be different for each class with the cars in the fastest class subject to the shorter times.

- (c) The Base Time will be lowered by an appropriate amount in the event the stage is declared wet.
- (d) The Clerk of the Course may change the standard Base Time for any Special Stage before the first crew starts the stage. This will be communicated to crews the Official Notice Board

5.2 MINIMUM TIME STAGE

A minimum elapsed time for the first Special Stage (SS1) will be shown in the Road Book. Any breach of this time on this Special Stage will result in a 30 second penalty being applied. At no time can a vehicle slow to below 30 km/h or stop, unless being passed by another vehicle, in order to record a time greater than the minimum time. If a vehicle is found to have breached this requirement on this Special Stage this will result in a 30 second penalty being applied.

5.3 TIME SPEED DISTANCE STAGE (TSD)

This competition is designed for Crews to accurately gauge when they will need to cross pre-determined points within a Special Stage and also reach the flying finish line.

- (a) Scoring
 - (i) One penalty point will be awarded for crews crossing a pre-determined point on a Special Stage slower or faster than the allocated average speed for that section of the stage.
 - (ii) For example: For a 5 km Stage set at an average speed of 90 km/h, the loss of 1 point would be incurred for finishing the section at an average speed between 89.9 km/h and 90.1 km/h. In

time, this would be between 3m 19.8s and 3m 20.2s a difference of 0.4 seconds. Similarly, to incur a penalty of two points this time window would be between 3m 19.6s and 3m 20.4s, a difference of 0.8 seconds over a 5 km/h stage. For a 10 km stage, at the same average speed, the loss of points would be on the same basis as above, but the time difference would be 0.8 seconds.

- (iii) Special Stages will vary in length and using the formula outlined above penalty points will be awarded accordingly in recognition of average speed. The penalty for not reporting to any time control within the prescribed late time limit is 100 points per time control.
- (b) Navigation Instruments
 - (i) Electronic (i.e. Monit, Terratrip etc.) or mechanically driven navigation instruments may be fitted provided that their sole function is to only provide distance and speed measurements of the vehicle.
 - (ii) The fitment or carrying of any laptop PC, tablet PC and/or any smart technology device that can calculate the relevant position of the vehicle on the stage is prohibited.
 - (iii) A mobile telephone may be carried in the vehicle provided it is secured in such a way as to not be visible or usable by the Crew on a Special Stage, save for when required for emergency purposes.
 - (iv) If this type of equipment is found to have been used for the purpose of calculating the relevant position of the vehicle on a Special Stage or other purpose deemed to be an advantage to the Crew to maintain an average speed for any time on any part of the *Course*, for the duration of the *Event*, a penalty of up to Disqualification may be applied by the Stewards.
- (c) Maximum and Minimum Speed
 - (i) The maximum speed that any TSD Crew can reach is 130 km/h. A one-point penalty will be applied per second that they are above 130 km/h as monitored via the *Event* tracking equipment. Any TSD Crew who exceeds 140 km/h will have a 100-point penalty applied to their overall score for each offence on a particular leg. Any subsequent offence on a following leg will receive the penalty of Disqualification at the end of that leg. In the case of a second offence on the final leg this will be reported to the Stewards who may recommend to *Motorsport Australia* a penalty of *Suspension*.
 - (ii) Except where required by road conditions or other extenuating circumstances, Crews are also required to maintain a minimum speed of 30 km/h while on a Special Stage. If a Crew falls below 30 km/h, a one penalty point per second where the vehicle is below this speed as monitored via *Event* tracking equipment will be applied in each instance.

5.4 LATE TIME LIMITS

- (a) Time in excess of the defined touring time is Late Time and Crews have a Late Time Limit, (refer the *Event Supplementary Regulations* or Sporting Regulations) in which to complete the Competition. Once a Crew has exceeded the Late Time Limit for a Leg, Heat or Day, it is deemed to have missed controls (even though they may have passed through them) and is penalised accordingly. 'Time Allowed' is the time listed in the road book to complete a Transport / Liaison Section. If this time is exceeded there is no penalty, but the time in excess of the allowed time counts towards late time.
- (b) The late time limit may be increased by the Clerk of the Course at any time if the circumstances warrant such an increase. If it is changed after the start of a Leg, Heat or Day Crews will be notified via the Official Notice Board.

5.5 TIME CONTROLS AND LATE TIME PENALTY

- (a) In A to B timed *Events*
A time control is a start control of any Transport / Liaison stage (Flying Finish and Start of each Section), a finish control of any Transport / Liaison stage, the start line of any Special Stage or the Flying Finish point of any Special stage. Transport / Liaison stage times have been calculated to allow for the time taken to travel from the flying finish to the start line of the next Special Stage.
- (b) Late Time is calculated between start and finish of Transport / Liaison stages. The penalty for not reporting to any of these time controls within the prescribed late time limit is 10 minutes per time control. Controls will close with the passage of the Sweep vehicle and once closed, the *Event* tracking system will be used to determine the time of arrival at the control point.
- (c) *Event Supplementary Regulations* or Sporting Regulations may describe a different set of regulations applying to Time Controls and Late Time Penalties.

5.6 CHANGES TO THE *EVENT*

The *Organiser* may neutralise any stage or stages of the *Competition*, re-group the field in regard to running order, re-schedule any part of the *Course*, or terminate the *Competition* at any time. If the *Competition* is

terminated when partly run, placing's will be determined, and the relevant awards made to those Crew's that have traversed the *Course* in accordance with the *Event Supplementary Regulations* or Sporting Regulations up to the time control immediately preceding termination. Any alteration to the schedules or Road Books will be in writing. At no time will oral advice take precedence over written instructions.

6. TOUR CATEGORIES

6.1 EVENT REGULATIONS

Events that include any Tour Categories must run these categories under either:

- Rally Standing Regulations – National Touring Standing Regulations or
- Rules and Regulations as set out in the *Event Supplementary Regulations*.

6.2 SUPPLEMENTARY REGULATIONS

The following rules, regulations and details must be included in the *Event Supplementary Regulations*.

- (a) Tour Cars and Tour Leaders. All Tour cars and Tour Leader cars must be fitted with an organiser-approved speed monitoring and location device.
- (b) Tour Packets. Tour packets must be limited to 15 cars.
- (c) Tour Speed Limits. The speed limit for Tour cars, on closed road sections shall not exceed 110km/h.
- (d) Tour Car Starting Process. Each Tour car must pass through the stage start within 5 seconds of the packet leader if immediately behind the leader, or within 5 seconds of the Tour car immediately ahead of them in the packet.
- (e) Tour Driving Standards. Erratic driving or slowing down during a stage to gain space is strictly prohibited. The *Event Supplementary Regulations* must state penalties for breaching this regulation.

6.3 STEWARDS

The Stewards must always have live access to the Tour car speed data recorded by the approved speed monitoring device. The Clerk of the Course or their delegate must provide printed copies of speed reports for all Tour leaders and each Tour category to the Stewards at the end of each leg.