

ATR

Australian Tarmac Rally

SUPPLEMENTARY REGULATIONS 2022

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WARNING!

Motorsport is dangerous.

Motor Sport activities are inherently dangerous recreational activities and there is significant risk of injury, disability, death, or property damage. If you do not wish to be exposed to such risks, then you should not attend or participate in Motor Sport activities.

Participants, spectators, officials, and guests are warned that motor racing, including tarmac rally, is dangerous, and accidents can happen. All care is taken to protect participants, officials, spectators, guests and the public but participants, spectators, and guests entering the Event area are warned that there is a possibility of an accident causing personal injury or death, property damage or economic loss. By entering or participating in an Event, the participant or guest acknowledges that the Event has a degree of danger and the owners, organisers, promoters, participants or other person's having any connection with the promoting, organising or conduct of the Event shall have no liability, either in tort or contract, for any personal injury or death, whether caused by negligence or otherwise, to the, participant, spectator or guest, except in regard to any rights those persons may have under the Australian Consumer Law and at law. The Event will be conducted under the rules of the Australian Auto Sport Alliance Pty. Ltd. The organisers by accepting the entry of any vehicle and by allowing any vehicle to participate in the Event shall not be deemed to warrant or guarantee the competency of any drivers, nor mechanics participating in the Event nor any officials appointed for the supervision of the Event or activity pursuant to these rules, nor the efficiency or mechanical soundness of any vehicle entered in the Event nor that the course for the Event is in a safe condition for racing or driving, nor that such course nor any part thereof shall be free from spectators or any obstacles nor that the rules governing said Event shall be observed by any other entrant, driver, mechanic nor official therein.

AUSTRALIAN TARMAC RALLY CHAMPIONSHIP

1. Event Organisers and Promoters

Australian Tarmac Rally Pty Limited (hereafter referred to as The Organiser) will conduct and incorporate each calendared, point scoring round (hereafter referred to as the Event) of the Australian Tarmac Rally Championship.

The Event is a National Special Stage (Tarmac) Rally and will be run under the provisions of the National Competition Rules (NCR) of the Australian Auto Sport Alliance (AASA), alongside the ATR Supplementary Regulations and any authorised Notices.

The AASA Permit Number authorising the Event will be emailed to entrants prior to Event and be available to view on the ATR website. www.australianarmacrally.com

- 1.1. The Organiser and Promoter of the Australian Tarmac Rally Championship will be
Australian Tarmac Rally Pty Limited
(ABN 11 639 850 454)
of
P.O. Box 128 WALLAN VICTORIA 3756
- 1.2. Officials of the Event
Clerk of Course Richard Fung
- 1.3. Organising Committee
Event Director TBC prior to event and posted in event schedule
Event Media Secretary Brittany Smith
Event Secretary Pamela Stables
Competitor Relations Officer Melanie Cook

2. Event Description

- 2.1. The Event forms part of the Australian Tarmac Rally Championship, which will be conducted over four rounds

Round 1	Baw Baw Sprint, Mt Baw Baw
Round 2	Snowy River Sprint, Buchan
Round 3	TBC
Round 4	Great Tarmac Rally, Marysville

The number of stages for each event will be listed on the event schedule.

All Stages and Transit stages / Liaisons will be on tarmac surfaces. (Note: road surface condition is outside of the control of the organisers.)

The Event will be conducted on closed roads and the results determined using 'A to B' Timing

- 2.2. The Event will also include a Touring (Experience) category for non-competition vehicles.
- 2.3. Competition in all legs will be conditional to the vehicle starting the event and finishing the last stage under its own power, unless application for exemption is made to, and approved by, the Clerk Of Course.
- 2.4. A Crew may re-join the Event between stages, subject to inspection of the vehicle by a Vehicle Safety Checker and the approval of the Clerk of Course. The competitor shall not be eligible for classification in the stage in which they did not complete.

3. Entry Form, Entries & Entry Fee

- 3.1. All entries are to be made via the online competitor portal, accessible from www.australianarmacrally.com
- 3.2. Entry fees and cut off dates will be published on www.australianarmacrally.com
- 3.3. Acceptance of entry, issued on completion of the entry process, is deemed as an invitation to compete. Incomplete or not accepted entries will be contacted by the Organiser for more information and discussion.

4. Championship Points and Table

All competition categories shall be eligible for Championship points.

- 4.1. Championship points will be allocated to drivers and co-drivers/navigators deemed to be finishers of each round/event of the series.
Refer [Championship Points](#) in Appendices for points table.
- 4.2. Points allocation for drivers and co-drivers are accumulated independently.
Refer [Championship Points](#) in Appendices for points table.
- 4.3. Points are allocated to both outright finishing position and competition category.
Refer [Category](#) table in appendices.
- 4.4. A minimum of three (3) rounds of the series needs to be started for points received to count to championship total.
- 4.5. A crew is deemed to have started a round/event if they successfully start a minimum of one (1) stage of the event.
- 4.6. A crew is deemed to have finished a round/event if they successfully complete the last stage of the event in front of the competition sweep.
- 4.7. In the case of tied points, the higher placed competitor in the final round/event of the championship will be awarded a bonus 1 point.

5. Competitor Eligibility and Licences

- 5.1. A Driver and Navigator or Driver and Co-driver shall be known as a Crew.
- 5.2. LICENCING REQUIREMENTS:
- 5.3. Both driver and co-driver (excluding tour participants) shall hold, as a minimum, a current AASA National Tarmac Rally Licence.
- 5.4. Navigators (excluding tour participants) shall hold, a current AASA Tarmac Rally Navigator Licence or a current AASA National Tarmac Rally Licence.
- 5.5. Experience (Tour) participants, including the driver and co-driver/navigator shall hold, as a minimum, a current AASA Club Licence.
- 5.6. Competitors using a company owned vehicle, or vehicle owned by someone other than those entered, must show written permission by the owner (on company letterhead where applicable) at Documentation.
- 5.7. All drivers and co-drivers shall possess current civil licences issued by their appropriate State Authority.
- 5.8. Either a Driver and Co-driver may drive the vehicle during the Event providing they present their current civil driving licence and the appropriate AASA licence at Documentation and inform the Stage Start Officials at each Stage which crew member is driving.
- 5.9. DRIVER REQUIREMENTS:

All drivers and co-drivers (i.e. crew members who intend to drive on any stages) are required to satisfy the organisers they have appropriate motor sport driving experience and competence to participate in the Event.

Demonstrated competence may include successful participation in a suitable and approved driver training course. It is strongly recommended that all intending drivers should drive the specific vehicle in which they are to compete, immediately prior to the event under conditions similar to those which will be experienced during the Event.

The Event Director and Clerk of Course are appointed by the Organisers as the Judge of Fact with respect to being satisfied as to the acceptable motor sport driving experience of competitors. The criteria for driver acceptance shall be based on experience gained as follows:

 - i. Tarmac Rallies - Participation in previous sanctioned Tarmac Rallies, or any prominent Road Racing Event which included closed road stages, is deemed to be acceptable experience.
 - ii. Circuit Racing – A competitor who has been involved in circuit racing and holds a Provisional Circuit Racing licence or higher is acceptable, (providing they obtain an AASA Tarmac Rally Licence) This may extend to include drivers experienced in hill climbs, super sprints and lap dashes.
 - iii. Rallying – Gravel experience at State, National or International level is acceptable, however, Club level gravel rallying only is not normally acceptable if the experience is not combined with some other form of motor sport e.g. hill climbs, tarmac rallies, etc.
 - iv. Participation in ONLY such events as Bashes and Touring Road Events is not necessarily acceptable and will depend on how many such events, their status, and the nature of the competition completed.

It is a requirement that all new competitors (that cannot prove sufficient tarmac rally experience) must complete two events in a speed limited category at the organisers' discretion before being deemed eligible for full competition.

 - v. The above mentioned notwithstanding, the Organisers reserve the right to review and not accept the entry of any driver.

6. Apparel Requirement

All Drivers, Co-Drivers and Navigators must wear helmets and apparel that complies with the current ATR Technical and Safety Regulations as well as the AASA Regulations. Please refer to the regulations available on the ATR website.

7. Vehicle Eligibility

- All vehicles entered shall comply with the ATR Technical and Safety Regulations as well as the AASA Regulations.
- All vehicles shall be registered for use on public roads or carry an appropriate permit for use on public roads. Conditional Registration or Temporary Road/Vehicle Permits will be allowed in accordance with the AASA regulations. However, the onus is on the competitor to ensure all statutory requirements relating to the use of the Conditional Registration or Temporary Permit have been met, including the provision of Third-Party Liability Insurance whilst driving on public roads.
- These Regulations do not remove the requirement to comply with all civil obligations and regulations, and compliance with all such provisions is the responsibility of the competitor. All safety requirements as set down in these Supplementary Regulations, the ATR Technical & Safety Regulations and applicable AASA Regulations shall be complied with.

For vehicle and apparel technical specifications, both Competition and Tour, please refer to the ATR Technical Regulations on our website www.australianarmacrally.com

7.1. Vehicle Identification

- All Competition vehicles shall be the subject of a current AASA Passport.
- To aid in the classification and subsequent scrutiny of the vehicle, the competitor will be required to complete a **Vehicle Identification Declaration** in the competitor portal as part of the pre scrutining process, confirming details of the vehicle and its modifications status for which the invitation was issued. *Should any detail be altered, such alteration shall be notified in writing to the Organisers who reserve the right to reclassify or reject the vehicle.*
- The Vehicle Identification Declaration is part of the official scrutiny and vehicle safety check process and shall be signed by the competitor at documentation.
 - If, at scrutiny, the vehicle does not conform to the specifications in the Vehicle Identification Declaration, or does not conform to the relevant event eligibility regulations, one of the following shall occur: The vehicle is to be altered to conform OR The vehicle is to be reclassified appropriately OR a minor ineligibility notice is issued.
- If a vehicle fails the initial scrutiny check, it shall be re-presented at a time notified by an official approved to do scrutiny checks, as applicable, albeit not later than 07.30am on the first day of competition. If at any required post-event checking, the vehicle does not conform to the relevant eligibility regulations, the matter will be referred to the Stewards. If a non-compliance case is proven, a penalty of up to exclusion may apply, in addition to any other penalty deemed appropriate by the Stewards of the Event.
- At all times, the onus of proof of eligibility of the vehicle and/or components, whether options or not, shall be the responsibility of the competitor by way of homologation papers, parts manuals, workshop manuals and/or other acceptable documents.
- Prior to the podium finish those any vehicles selected for post event checking plus others nominated by the Clerk Of Course will proceed to the Post Event checking location.
- The remaining competitors' vehicles may be held in an Assembly Area for approximately 30 minutes after the last car has crossed the Finish Line.
- The Organisers reserve the right not to accept a vehicle and/or vehicle/driver combination. Acceptance of a specific vehicle in a previous event, or another similar event, shall not necessarily mean that the vehicle will be automatically accepted for this event.
- Where there are less than three (3) vehicles entered in any Category, the Organisers reserve the right to move such vehicles into the next higher Category as applicable or as deemed appropriate.
- All vehicles must comply with ATR Technical and Safety Regulations.
- All vehicles must comply with AASA Regulations.

7.2. Tyres

The number of tyres is free, all tyres must comply with ATR Technical and Safety Regulations.

7.3. Vehicle Numbers and Event Signage

- All event signage shown in [Vehicle Signage Diagram](#) of these Regulations (refer appendices), must be affixed to the vehicle prior to passing the pre-event Safety Check and remain on the vehicle for the duration of The Event. Failure to meet this condition will result in the competitor being reported to the Clerk of Course for consideration of a penalty up to and including possible exclusion.
- The Organisers reserve the right to issue additional event sponsors decals and shall require them to be displayed prominently on all competing vehicles.
- Crew names may be displayed on both sides of the vehicle, on the rear side glass, or on the front mudguards.
- No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organisers.

EVENT INFORMATION

8. Sign in & Documentation

Prior to event all entrants must have completed their entry forms on the entry portal and entry fee shall be paid in full.

8.1. Event documentation location and times will be noted on the Event Schedule and available on the ATR website www.australianarmacrally.com

Crews are required to present current versions of the following items at documentation:

- Competition licences (Driver & Co-Driver/Navigator)
- Civil Driving licences for any driver or co-driver (a civil driver's licence is not required for Navigators)
- AASA Vehicle Passport
- Vehicle proof of registration (i.e. permit/registration papers) or a valid Unregistered Vehicle Permit
- Third Party Insurance extension if required (i.e. Queensland registered cars)
- Completed Entry Form
- Vehicle Safety Check Form (to be checked/read prior to event and signed at Documentation)

8.2. Road Books, Vehicle Identification Declaration, Service Instructions, Door Panels and Organiser's Advertising will be available for collection upon completion of documentation.

9. Safety Check

9.1. Vehicle Safety Checks are mandatory for all vehicles and will be held at the allocated time and location specified in the Event Schedule. Teams must present their Vehicle Safety Check Form (available to download on the ATR website) with all their details filled in at the top of the page before presenting the vehicle. The compulsory competitor's signature on the Safety Check Form declares the car has been mechanically checked by the competitor and is suitable for use under tarmac rally conditions.

9.2. Post and during event checks may take place at any time

9.3. Prior to the podium finish any vehicles selected for post event checking, plus others nominated by the Clerk Of Course, will proceed to the Post Event checking location.

**COMPETITION AND EXPERIENCE (TOUR) VEHICLE SAFETY CHECK FORMS ARE AVAILABLE TO
DOWNLOAD ON THE ATR WEBSITE. www.australianarmacrally.com**

10. Crew Briefing for Competition and Tour

- 10.1. A compulsory Crew briefing will be held at each Event (Please refer to the Event Schedule). This briefing is **mandatory for all** crew members, who will be required sign the briefing attendance register prior to the commencement of the briefing and be present for its entirety.
- 10.2. A team time penalty of 20 minutes may be incurred by each crew member deemed to have not been present at the compulsory Crew Briefing as listed in the Event Schedule and will be enforced at the discretion of the Clerk of Course. The absent crew member(s) will be required to attend a separate briefing at a time prescribed by the Clerk of Course.
- 10.3. Any crew member who fails to attend any/all scheduled briefings will be excluded from the event.

11. Servicing & Refuelling

- 11.1. Up to 8 Service Crew members per competing vehicle starting The Event may register as service crew.
- 11.2. Time to service the vehicles will be allowed in the Service Park. It is mandatory that all servicing be done within the Service Park at the times listed in the Event Schedule.
- 11.3. Refuelling is only permitted in the event refuel area/s. Refuelling will only be allowed as per the Event Schedule. There is to be no refuelling between stages, in State Forests or National Parks.
- 11.4. While vehicle refuelling takes place, competitors' vehicles must have engines turned off and all crew members must have exited the vehicle. Officials will monitor this process and report breaches of this process to the Clerk of Course.
- 11.5. The Organisers recommend that all Service Personnel wear neck to wrist and ankle fireproof clothing, balaclava, and fireproof gloves during refuelling.
- 11.6. A fire extinguisher shall always be made available while refuelling.
- 11.7. In the Service Park, cars may only be cleaned by any dry method or use of a sponge from a bucket only. Where any solvents or degreasing fluids are used care should be taken to avoid any spillage. All cleaning products and any other residue must be contained and not be allowed to meet the ground or be left behind. The use of running water, pressure cleaners or hoses is prohibited. Breaches noted by an official of the rally will result in a report to the Clerk of Course with a recommendation that a cash fine and penalty be applied.

12. Reconnaissance

- 12.1. There is no official reconnaissance period for any round of the Championship.
- 12.2. Crews undertaking reconnaissance immediately prior to the Event (within two (2) days) will be required to sign in with officials. Information on sign in location and procedure will be distributed to crews via registered email prior to each event.
- 12.3. The use of any Competition or Rally Cars for reconnaissance is strictly forbidden at all times. Any reconnaissance must be carried out in road-registered road vehicles, which do not carry any signwriting or sponsorship relating to this, or other events.
- 12.4. Any reconnaissance must be conducted within the designated speed limits and respecting all other traffic laws. Crews are also advised that the Road Traffic Act will remain in effect for the duration of reconnaissance and that all road rules must be observed (e.g. complying with advisory signs, obeying all speed limits imposed and keeping to the left).
- 12.5. Crews undertaking reconnaissance must observe that roads WILL NOT be closed, and crews are advised that they DO NOT have any priority over other road users. Members of the public will also be using these roads and will be travelling in the opposite direction.
- 12.6. It must be noted it will be HIGHLY LIKELY reconnaissance vehicles will encounter Event Set Up Crews in and around the event stages. Reconnaissance crews and vehicles must proceed with extreme caution.
- 12.7. Any breach of road traffic laws arising from reconnaissance of the route at any time prior to the event or practicing on public roads may lead to the crew member/s concerned being denied permission to participate in The Event. This includes Service Crews undertaking any vehicle testing.
- 12.8. Any person associated with any entered team found to be in breach of any of the reconnaissance regulations, or who acts in a manner such as to bring the rally into disrepute shall be subject to a substantial monetary fine, time penalty and potentially any other penalty, the level of which shall be at the Clerk Of Course's discretion.

13. Controls & Park Fermé

- 13.1. There will be no official Parc Fermé area at each event, but such may be arranged at the discretion of the Organiser. Parc Fermé conditions may be imposed on such an area if deemed necessary at any time during or immediately after the event by the Clerk of Course or Event Stewards.

14. Shakedown

- 14.1. A COMPULSORY Shakedown is included in each event and will be listed as "Stage 1 – Shakedown" on the Event Schedule. It shall not be timed and will not be included in any results.

15. Running of the Rally

- 15.1. The Organisers will advise competitors (via the Event Schedule) of the assembly area to be used each morning prior to transiting to the first stage. This area will be used to corral and seed each car before all vehicles will commence travelling to the start of the first stage. Vehicles must remain in order and be ready to depart at the time required by the organisers.
- 15.2. Safety belts must be worn by the crew at any/all times the vehicle is in motion.
- 15.3. Any vehicle that fails to depart the Assembly by the time the sweep car departs will forfeit their run in the subsequent stage.
- 15.4. The start order for the rally will be determined at the organiser's discretion, by the event organisers & Clerk of Course. The start order will be based on past event performance and/or other information available the organisers.
- 15.5. The start order for each subsequent day will be posted on the Official Notice Board, based on the preceding days results and on the progressive results of The Event.
- 15.6. The rally start will be as per the Event Schedule.
- 15.7. Cars will start each Stage at thirty (30) second intervals.

16. Rallysafe

- Rallysafe units are required to be used by all vehicles on the course, (including Safety Vehicles and MIV crews) to increase the safety of all on course in the event of an incident. Rallysafe will help ensure a timely response by Incident Response Team & Medical teams to an incident where a crew may require assistance, be injured or there may be a fire or other hazard.
- The system allows for vehicles that stop on stage to select OK, Hazard or SOS when the unit is set off due to an incident or detects vehicle stopped on stage.
- MAJOR IMPACT; In the case of a major impact where the crew maybe rendered unconscious from an incident, the unit will automatically go to SOS and remain at that high alert until it is downgraded by a manual input (button push) from a competitor, the next competing crew or MIV. If it remains at an SOS alert then the Clerk of Course may send back up Incident Response Teams, MIV, Fire and Rescue as required. The stage may also be red flagged at this point.
- HAZARD; Competing crews should leave the Rallysafe unit in HAZARD mode (hazard activated) if the stopped vehicle obstructs/blocks the stage in any way or is in what they consider to a dangerous position for other vehicles on the Stage. HAZARD mode may also be applicable for an oil spill on the driving line
- Rallysafe will also be used as a means of judge of fact for any competing cars speeding in chicanes, transit stages / areas and or any non-competitive areas.
- For the purposes of results, in the case where the Rallysafe unit malfunctions, there is a programming fault, or the unit does not match the Road Book then the Road Book will take precedence in determining the result.

It is recommended all crews be familiar with the operation of the Rallysafe device. For more information please refer <https://rallysafe.com.au/competitors-tm/>

17. Retirement & Re-joining Rally

- a. WITHDRAWAL; Competitors who withdraw from the rally must complete the 'Notification of Withdrawal from Rally' form at the back of the Road Book and submit it to a Competitor Relations Officer or Sweep Vehicle. They are to complete the form indicating if they are withdrawing from The Event altogether or if they will be re-joining, and if so, at what time during the Event.
- b. Any competitor who stops on a Stage and is passed by the Safety Sweep is deemed to have withdrawn from that Stage.
- c. If competitor who re-joins the Stage behind the Sweep, is to drive the Stage abiding by all applicable road regulations.
- d. Refer Section below for scoring penalties for missed stages.
- e. Results will be determined by compiling all runs.

18. Accident Procedures / Yellow or Red Flags

- a. Crews should refer to the pages in the front of the road book which details the action which must be taken in the event of an accident or if yellow or red flags are displayed on the course. Failure to adhere to these requirements will be reported to the Clerk Of Course of the Event for consideration of exclusion or other penalty
- b. A copy of the SOS/OK sign is required to be carried in competing vehicle at all times.

19. Derived Times

Where crews have stopped at an incident or been impacted by a major incident prior to stoppage of stage, the following processes for calculation of a derived time will be followed:

- i. Minor accident, stage is not stopped by officials at that time
Competitor stops at an SOS briefly then is told to continue: Competitor to resume competition speed
 - a. Event officials will query RallySafe for actual stopped time
 - b. Add 10 second allowance for slow down / speed up
 - c. Deduct total of points a + b from actual stage time
 - d. CROSS CHECK: once derived time has been applied, vehicle placing for stage should be in line with previous 3 stages, not producing an advantage or a disadvantage.
- ii. Major accident, stage is stopped or downgraded to transit by officials
Competitor must transit out of stage, staying on the left side of the road at normal transit road speed with consideration that there may be traffic coming the other way.
 - a. Event officials will calculate seconds per kilometre for up to 3 previous stages (where data is available) and compare seconds per kilometre for a minimum of 1, preferably 2 vehicles where possible, before and after vehicle in question
 - b. Note any patterns in time (e.g. Consistently approx. 0.5 seconds faster per kilometre than car X and approx. 0.25 seconds slower than car Y)
 - c. For stage where time is to be derived, check seconds per kilometre for Car X and Car Y and apply noted pattern to derive the time for the vehicle that stopped then toured out.
 - d. CROSS CHECK: once derived time has been applied, vehicle placing for stage should be in line with previous 3 stages, not producing an advantage or a disadvantage.

20. Scoring Penalties

- a. Results will be determined by the application of time taken on all the stages plus any penalties, for each competing crew. Total time for all crews will be expressed in hours, minutes and seconds.
- b. Timing Penalties
 - i. Failure to observe required minimum speed in virtual chicane
Penalty: 1 second per km over the 60kmh threshold up to and including 80kmh plus additional 5 seconds per km over 81kmh per offence, or at the discretion of the Clerk of Course
 - ii. Entering a Control from the wrong direction
Penalty: Slowest time plus 5 minutes per offence.
 - iii. Failure to report at a Start Control.
Penalty: Slowest time plus 5 minutes per offence.
 - iv. Failure to complete or start a special stage.
(Vehicles must complete the stage ahead of the competition sweep vehicle and tour leader to be classed as a finisher)
Penalty: Slowest time plus 5 minutes per offence.
 - v. Receiving outside assistance or service in a no-service area
Penalty: 2 minutes per offence.
 - vi. Refuelling in a non-approved area.
Penalty: Up to EXCLUSION from The Event as determined by the Clerk of Course
 - vii. Speeding in transit or liaison sections of event
The following penalties will be the minimum applied to competitors reported to have exceeded the statutory speed limit on any transit or Liaison Sections of The Event.
For offences up to 30km/h above the posted speed limit:
First Offence Penalty: 5 minutes
Second Offence Penalty: 5 minutes and \$200 fine
Third Offence Penalty: Exclusion from event as determined by the Event Stewards.
The number of offences means the number detected during the entirety of The Event, irrespective of speed.
For any offence over 30km/h above the posted speed limit Penalty: Automatic Exclusion from the event

21. Protests

- a. Protests, if any, must be lodged in accordance with AASA NCRs. Protests relating to the due and proper compilation, assessment, or publication of results of The Event shall be lodged within 30 minutes of them being placed on the Official Notice Board.
- b. Post-Event protests and/or request for review are to be made with the appropriate fee in accordance with Section 18 of the AASA's NCR's, in writing (using Form 3) to info@tarmacrally.com no more than 48 hours after completion of The Event, provided that a Notice of Intention to Appeal (Form 2) has been lodged in accordance with the requirements refer <https://aasa.com.au/regulations/event-operators-documents/>.

22. Results

- a. Progressive Results will be distributed during the running of the Event and posted at the conclusion of the day's competition on the Official Notice Board, and any medium as required and advised by the Organisers.
- b. Provisional Results will be published at the end of the Event on the Official Notice Board, and any medium as required and advised by the Organisers.
- c. The Provisional Results will become final 30 minutes after posting, subject to no protests.

23. Prizes, Trophies & Awards

- a. Awards will be presented to the first three (3) finishers for each category (excluding Target Time).
- b. Target Time awards will be presented to first three (3) finishers with the lowest points scored as per the ATR Technical and Safety Regulations calculation.
Refer to appendices for full list of Categories.
Championship points will be calculated and noted at the conclusion of each event.

24. Presentation of Awards

- a. The presentation of Awards will be held after the conclusion of the Event, with the location of the presentation to be noted in the Event Schedule.

MISCELLANEOUS

25. Drugs in Sport

- a. Crew members may be required to submit to drug testing to confirm the absence of prohibited substances, in accordance with the AASA Drugs in Sports Policy.
- b. Alcohol testing will be carried out each morning prior to the commencement of competition and may be repeated at any time during the event. Competitors are reminded there must always be a reading no higher than 0.00 (blood alcohol %) during competition.

26. Copyright

- a. It is a condition of entry, that vision taken from competing vehicles using in-car video or moving film cameras may not be used for commercial use or broadcast or used for transmission without the specific approval of the Organisers. Any vision taken in this manner may only be used for private purposes.
- b. The Organisers reserve the right to utilise for its own purposes, all photography, audio and vision of the Event taken by any official photographers/videographers.

27. Postponement, Abandonment or Cancellation

- a. The Event may be abandoned, postponed, or cancelled for reasons of force majeure in accordance with AASA NCRs, or in accordance with the demands or requirements of local authorities and government instrumentalities.

28. Towing

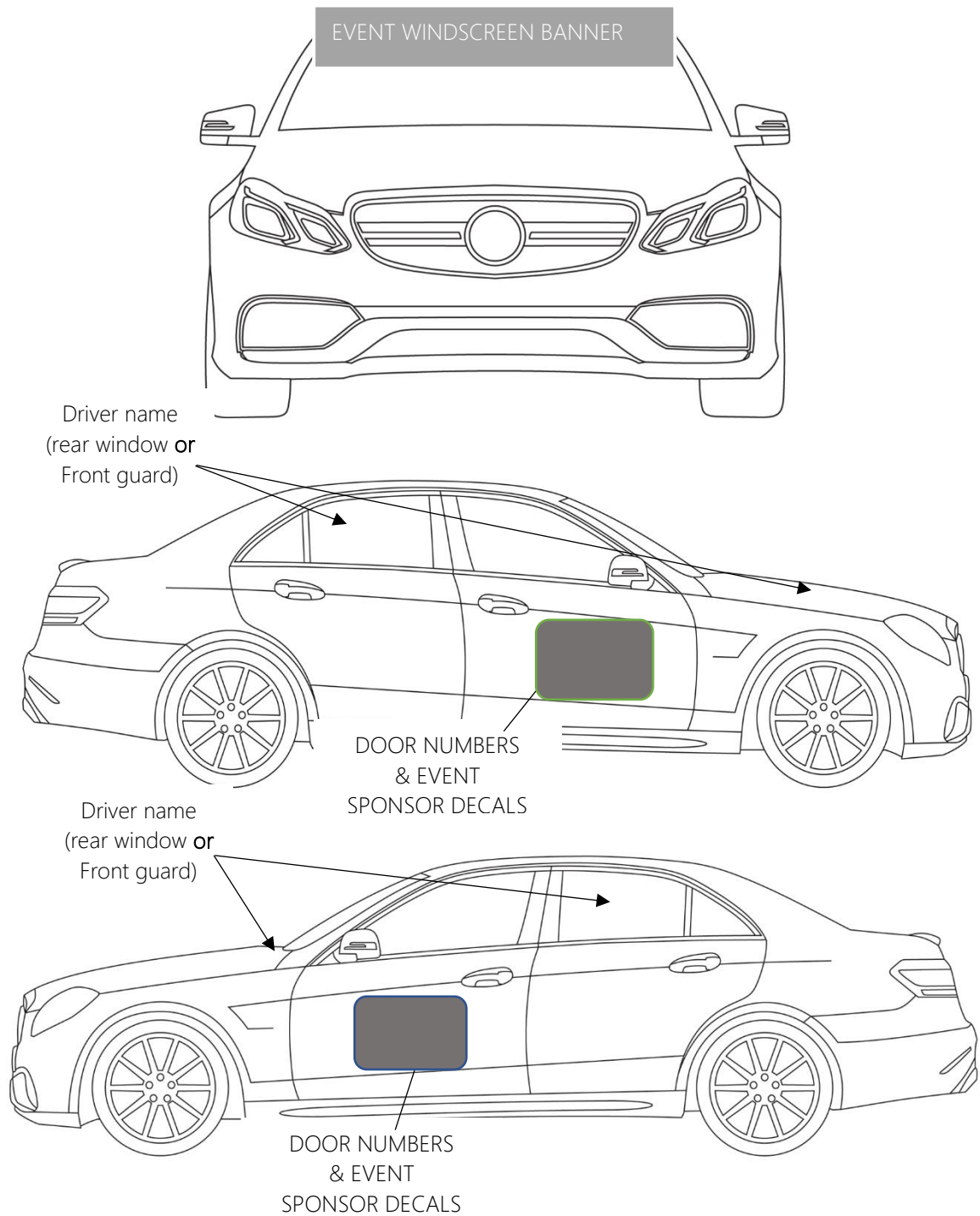
Breakdowns or accidents resulting in a hazard on course and thereby requiring towing, will see the vehicle towed to the nearest drop point once it is deemed safe to do so. From there it is the responsibility of the competitor to recover their vehicle.

Any vehicle requiring recovery from "off the road" or what is deemed to be a hazardous or difficult position, and/or needing additional towing and heavy machinery to retrieve, will be at the owner's expense.

Recovery costs and further towing final drop off points are to be negotiated between the crew and the Tow Operator and are not at the expense of the organiser.

APPENDICES

I. VEHICLE SIGNAGE DIAGRAM



II. EVENT CATEGORIES

In addition to Outright placings, crews will be eligible for places and Championship Points in the following categories. Eligibility details for each category can be found in the Australian Tarmac Rally Technical and Safety Regulations available at www.australiantarmacrally.com.

Category	Applicable Years
Regularity/Target Time	1900 - current
Rally Challenge	1900 - current
Rally Sport	1900 - current
Early Classic	Pre 1972
Classic	1972 - 1985
Classic Modified	1900 - 1985
Early Modern 2WD	1986 - 2007
Early Modern AWD	1986 - 2007
Modern FWD	2008 - current
Modern RWD	2008 - current
Modern AWD	2008 - current
Super Rally	1900 - current

III. CHAMPIONSHIP POINTS

Position	Points
1	100
2	95
3	90
4	85
5	80
6	75
7	70
8	65
9	60
10	55
11	50
12	45
13	40
14	35
15	30
16	25
17	20
18	15
19	10
20	5
21	2
22	2
23	2
24	2
25	2
26	2

Position	Points
27	2
28	2
29	2
30	2
31	2
32	2
33	2
34	2
35	2
36	2
37	2
38	2
39	2
40	2
41	2
42	2
43	2
44	2
45	2
46	2
47	2
48	2
49	2
50	2
DNF	1
DNS	0