



# 2025 SUPPLEMENTARY REGULATIONS



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## **WARNING!**

Motorsport is dangerous.

Motorsport 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 Motorsport 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.



### 3. Entry Form, Entries & Entry Fee

- 3.1. All entries are to be made via the online competitor portal, accessible from [www.australiantarmacrally.com](http://www.australiantarmacrally.com)
- 3.2. Entry fees and cut-off dates will be published on [www.australiantarmacrally.com](http://www.australiantarmacrally.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 a 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 or 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 CRO each time a change is made.
- 5.9. Driver Requirements:

All drivers and co-drivers (i.e. crew members who intend to drive any stage) are required to satisfy the organisers that they have appropriate motorsport 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 motorsport 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 motorsport, 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.
  - v. It is a requirement that all new competitors (that cannot prove sufficient tarmac rally experience) must complete a number of events in a speed-limited category at the organisers' discretion before being deemed eligible for full competition.

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

## 6. Apparel Requirement

- 6.1. 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 Competition vehicles shall be the subject of a current AASA Passport. Vehicles without a current AASA Passport must apply to AASA for a Temporary Vehicle Passport before the event.
- Small Volume/Kit Car entries will not be permitted in compliance with 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.australiantarmacrally.com](http://www.australiantarmacrally.com)*
- Any vehicle which does not comply with the eligibility requirements may be entered, subject to approval by AASA and ATR.
- **\*\*\* From 2026, extraction time testing for crews will be implemented\*\*\***

### 7.1. Vehicle Identification

- 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-scrutinising 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 represented at a time notified by an official approved to do scrutiny checks, as applicable, albeit not later than 07:30 am 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, 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 the Vehicle Signage Diagram of these Regulations (refer to 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 the removal of event signage will be accepted by the Organisers.



## EVENT INFORMATION

### 8. Sign in & Documentation

Prior to the event, all entrants must have completed their entry forms on the entry portal, and the 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.australiantarmacrally.com](http://www.australiantarmacrally.com)

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

- Civil Driving licences for any driver or co-driver
- AASA Vehicle Passport
- Vehicle proof of registration (i.e. permit/registration papers) or a valid Unregistered Vehicle Permit

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

- 8.3. Both crew members are required to attend for signing of ATR Event & AASA disclaimers

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

- AASA Vehicle Passport
- Vehicle proof of registration (i.e. permit/registration papers) or a valid Unregistered Vehicle Permit
- ATR Safety Check form

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

- 9.4. 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.australiantarmacrally.com](http://www.australiantarmacrally.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 to 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 the 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 notify the CRO either by email ([info@tarmacrally.com](mailto:info@tarmacrally.com)) or SMS (0484 653 215). Notification must include crew names and details of the vehicle to be used, including make, model, colour and registration. Digital notification forms will be made available on Sportivity. Crews are required to adhere to all state road regulations and conduct themselves in a manner that always upholds the integrity and public perception of Australian Tarmac Rally.
- 12.3. Reconnaissance must be conducted solely in regular road-registered vehicles, and not in competition vehicles. These vehicles must not display any signwriting or signage that could give the public the impression that they are rally cars.
- 12.4. Crews needing to transit through the course in a competition vehicle must report this to the CRO either by email ([info@tarmacrally.com](mailto:info@tarmacrally.com)) or SMS (0484 653 215) prior to the commencement of their journey. Approval to transit will be provided in writing – crews must wait for this approval before transiting.
- 12.5. Reconnaissance must be conducted strictly within the designated speed limits and with full compliance to all road traffic laws. It is imperative to always respect the clearly signposted speed limits in Victoria, except during closed-stage competitions. It should be noted that a member of the Victoria Police holds authoritative judgment in cases of traffic law violations.
- 12.6. 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.
- 12.7. 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.
- 12.8. Any breach of road traffic laws arising from reconnaissance of the route at any time prior to the event or practising 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.
- 12.9. In the event of an incident occurring between the crews doing reconnaissance and our road officials, it would result in significant strain on the entire reconnaissance process, necessitating regulatory measures. Furthermore, it is conceivable that incorporating recce as an integral component of the opening day of the event may be warranted.
- 12.10. Any breach of the regulations concerning reconnaissance will result in the matter being referred to the Stewards for consideration. The Stewards hold the authority to impose penalties, including the potential for exclusion from the event. Furthermore, any competitor responsible for a traffic accident during reconnaissance before the event will face exclusion from participation.

## 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 and Clerk of Course. The start order will be based on past event performances and/or other information available to 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. All crews are required to submit to and pass a breathalyser test each morning of competition. The location of the testing station within the muster area will be advised to crews during drivers briefing.
- 15.8. Cars will start each Stage at thirty (30) second intervals.
- 15.9. Sportity will be the Official Noticeboard for the event. Passwords for each event will be communicated to all crews prior to the event and available at bag collection.

### iOS

<https://apps.apple.com/us/app/sportity/id1344934434>

### Android

[https://play.google.com/store/apps/details?id=com.sportity.app&hl=en\\_AU  
&gl=US&pli=1](https://play.google.com/store/apps/details?id=com.sportity.app&hl=en_AU&gl=US&pli=1)

- 15.10. It is the responsibility of crews to report any incident that occurs in connection with the event (both on course and in public) to the CRO.

## 16. Rallysafe

- 16.1. 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.
- 16.2. 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 a vehicle stopped on stage.
- 16.3. MAJOR IMPACT: In the case of a major impact where the crew may be 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 backup Incident Response Teams, MIV, Fire and Rescue as required. The stage may also be red-flagged at this point.
- 16.4. 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 be a dangerous position for other vehicles on the Stage. HAZARD mode may also be applicable for an oil spill on the driving line.
- 16.5. 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.
- 16.6. 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.
- 16.7. Send/Receive Overtake (Push to pass)
- If caught by another competition vehicle, you must yield and allow the faster car to pass safely.
- i. Identify a safe location (not on a corner) for the passing to occur.
  - ii. Indicate where you will move to (under no circumstances should you indicate where you want the other vehicle to move, indicate where you will move your car).
  - iii. Reduce acceleration to allow the other vehicle to pass safely. If approaching a corner, you must brake and yield the line into the corner to allow the other vehicle to pass.
  - iv. Once the vehicle has passed, you can resume racing.

You must NOT

- i. Indicate but continue to race.
  - ii. Pass in corners.
  - iii. Try to wave the other car past. Keep both hands on the wheel and indicate where you will go.
- 16.8. **It is recommended that 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

- 17.1. 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.
- 17.2. Any competitor who stops on a Stage and is passed by the Safety Sweep is deemed to have withdrawn from that Stage.
- 17.3. A competitor who re-joins the Stage behind the Sweep is to drive the Stage abiding by all applicable road regulations.
- 17.4. Refer Section below for scoring penalties for missed stages.
- 17.5. Results will be determined by compiling all runs.

## 18. Accident Procedures / Yellow or Red Flags

- 18.1. Crews should refer to the pages in the front of the road book, which details the action that 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.
- 18.2. A copy of the SOS/OK sign is required to be carried in a 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 the stage, a derived time may be requested. It is the responsibility of a crew to request a derived time from the CRO.

The following processes for the calculation of a derived time will be followed as determined by the stoppage:

- i. Minor accident - stage is not stopped by officials at that time.  
The competitor stops at an SOS briefly and 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 the total of points a + b from actual stage time.
  - d. CROSS CHECK: once derived time has been applied, vehicle placing for the stage should be in line with the previous 3 stages, not producing an advantage or a disadvantage.

- ii. Major accident, the stage is stopped or downgraded to transit by officials.  
Competitor must transit out of the 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 the 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 the stage where time is to be derived, check seconds per kilometre for Car X and Car Y and apply the noted pattern to derive the time for the vehicle that stopped and then toured out.
  - d. CROSS CHECK: once derived time has been applied, vehicle placing for the stage should be in line with the previous 3 stages, not producing an advantage or a disadvantage.

## 20. Scoring Penalties

20.1. 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.

20.2. Timing Penalties

- i. Failure to observe the required minimum speed in a 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. Failure to observe the required minimum speed in a speed restriction zone  
Penalty: 1 second per km over the defined threshold up to and including +20kmh. An additional 5 seconds per km over +21kmh over the threshold per offence, or at the discretion of the Clerk of Course
- iii. Entering a Control from the wrong direction  
Penalty: Slowest time plus 5 minutes per offence.
- iv. Failure to report at a Start Control.  
Penalty: Slowest time plus 5 minutes per offence.
- v. 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.
- vi. Failure to comply with speed restrictions of a category.  
Penalty:  
First Offence Penalties based on the advantage gained (calculated within Rallysafe) will be applied for each speeding incident for speed-restricted categories.  
<https://rallysafe.com.au/rallysafe-speeding-calculator/>  
Second Offence Penalties based on advantage gained as for the first offence PLUS an additional 30 seconds per second over the speed limit.  
Repeated offences may result in exclusion from the event at the discretion of the Clerk of Course.

- vii. Failure to yield when receiving overtake.  
Penalty: 5 minutes per offence or EXCLUSION from the event as determined by the Clerk of Course.
- viii. Receiving outside assistance or service in a no-service area  
Penalty: 2 minutes per offence.
- ix. Refuelling in a non-approved area.  
Penalty: Up to EXCLUSION from The Event as determined by the Clerk of Course
- x. Speeding in transit or liaison sections of the 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 a \$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
- xi. Use of speed limiting device in a speed restricted category  
Penalty: 10 minutes per offence or Exclusion from the event as determined by the Clerk of Course.

### 20.3. Penalty Investigation

Rallysafe data will be the initial point of reference for any penalty calculations.

Where a crew is involved in an infringement and additional information from any crew is required to substantiate or refute a potential penalty, they may be called to meet with the Clerk of Course.

Crews must be available to present themselves within 60 minutes of the end of each day of competition for their case to be considered.

## 21. Protests

- 21.1. 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.
- 21.2. Post-event protests and/or requests for review are to be made with the appropriate fee in accordance with Section 18 of the AASAs NCRs, in writing (using Form 3) to [info@tarmacrally.com](mailto: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

- 22.1. Progressive Results will be available through our official timing partner ChrisSport during the running of the Event.
- 22.2. <https://www.chrissport.kiwi/index.php?c=aus>
- 22.3. Results can be viewed online.
- 22.4. The Provisional Results will become final 30 minutes after posting, subject to no protests. Provisional Results are subject to post-event review before being published as final and may be impacted by factors including but not limited to derived time review and penalty outcomes.

## 23. Prizes, Trophies & Awards

- 23.1. Awards will be presented to the first three (3) finishers for each category (excluding Target Time). Refer to the appendices for the full list of Categories. Championship points will be calculated and noted at the conclusion of each event.

## 24. Presentation of Awards

- 24.1. 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

- 25.1. 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.
- 25.2. Alcohol testing will be carried out each morning prior to the commencement of the 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

- 26.1. 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.
- 26.2. 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

- 27.1. 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.

## 29. Change Log

### Version. 2025.1 Modifications

2. Event Description  
Update order of events
  
7. Vehicle Eligibility  
Move AASA Passport requirements from Vehicle Identification to general Eligibility  
Add advice of extraction time testing to commence from 2026
  
8. Sign in & Documentation  
Add clarification that both crew members need to attend.  
Update list of what items are required
  
9. Safety Check  
Add list of what items are required
  
15. Running of the Rally  
Add information on mandatory breath testing requirements each morning of competition.  
Add information on incident reporting responsibility of crews

### APPENDICES

- II. Event Categories  
Early Classic merged into Classic  
Add information that applicable years are under review for 2026
  
- III. Championship Points  
Updated points table for 2025

### Version. 2024.2 Modifications

5. Eligibility  
5.9 (v) Update speed limited requirements for new competitors
8. 8.1 Updated list of items required to present at sign in.
12. Reconnaissance  
12.2 Added information on digital form on Sportity  
Added information on expectation of crews and integrity standards
- 12.4 Added information on approval for transiting through course in competition vehicle
- 12.5 Updated wording regarding compliance with civil road regulations
- 12.9 New item relating to incident management
- 12.10 Previously Item 12.9
20. Scoring Penalties  
20.B (xi) Added penalty for use of speed limiting device  
20.C Updated wording of availability requirements

Version 2024.1 Modifications

General

Update naming convention to align with championship year.

1. Event Organisers and Promoters  
Update event contacts

2. Event Description  
Update event rounds

19. Derived Times  
Add note that it is the responsibility of a crew to request a Derived Time from the event CRO

20. Scoring Penalties  
20.C Add requirements for crews to be available to report to Clerk of Course within 60 minutes of end of day if requested.

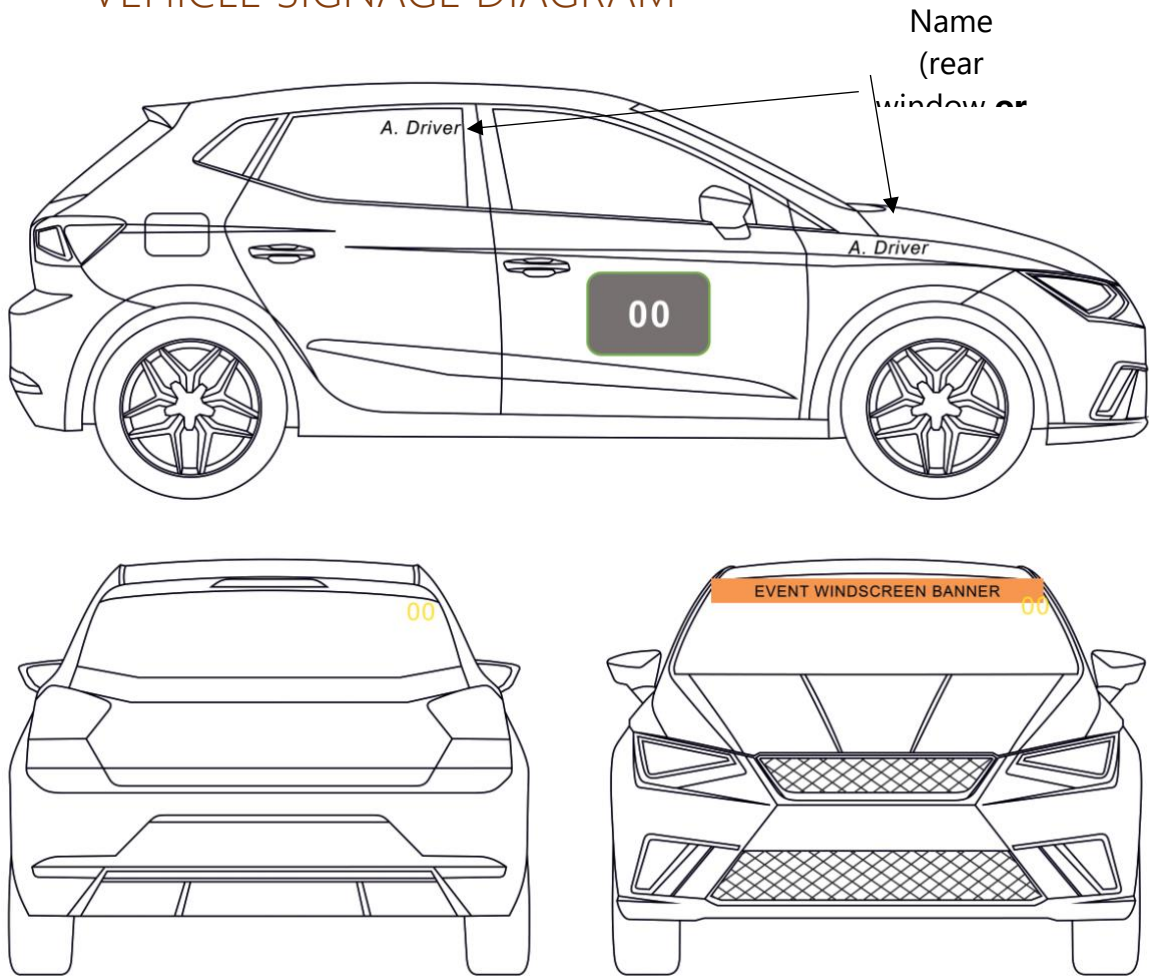
22. Results  
22.C Add detail on provisional results and post event review.

Appendices

Category update

## 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.australianarmacrally.com](http://www.australianarmacrally.com).

<b>Category</b>	<b>Applicable Years</b>
Rally Challenge	1900 - current
Rally Sport	1900 - current
Classic	Pre 1985
Classic Super Rally	Pre 1985
Early Modern 2WD	1986 - 2007
Early Modern AWD	1986 - 2007
Modern 2WD	2008 - current
Modern AWD	2008 - current
Modern Super Rally	1986 - current

**\*\*\* Applicable years for all categories are under review to be effective 01 January 2026.**

### III. CHAMPIONSHIP POINTS

Position	Points
1	100
2	85
3	75
4	66
5	58
6	52
7	46
8	40
9	34
10	29
11	24
12	19
13	14
14	9
15	8
16 - Finish	5
DNF	1