



SPORTING REGULATIONS

V1 - 8.10.25

AUSTRALIAN TARMAC RALLY PTY LIMITED
2026



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WARNING!

MOTORSPORT IS DANGEROUS.

Motorsport activities are inherently dangerous recreational activities, and there is a 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.

AUSTRALIAN TARMAC RALLY

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), gazetted by the Head of Transport for Victoria and the Department of Transport (VicRoads) alongside the ATR Supplementary Regulations, ATR Technical Regulations, ATR Sporting Regulations and any authorised Notices.

The AASA permit number will be available to those who have entered the events below.

The Organiser and Promoter of the events below will be:

Australian Tarmac Rally Pty Limited (ABN 11 639 850 454)
of P.O. Box 2144 Ringwood North, VIC 3134

Officials of the Event

Clerk of Course	Martin Doxey
Assistant Clerk of Course	Steve Lemm
Stewards	AASA Appointed
Organising Committee	
Event Director	Brittany Wilson
Event Manager	Beth Gallagher
Competitor Relations Officer	Mel Cook
Safety Officer	Martin Doxey

The events below form part of the Australian Tarmac Rally Championship 2026, which will be conducted over four rounds:

Round 1	Mt Buller Sprint, Mt Buller
Round 2	Great Alpine Rally, Falls Creek
Round 3	Snowy River Sprint, Buchan
Round 4	Great Tarmac Rally, Marysville

2. CONTROLS & PARK FERMÉ

2.1. 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.

3. CREW REQUIREMENTS

3.1. 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.

- 3.2. The Event Director, CRO 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.
- 3.3. It is a requirement that all new competitors (who cannot prove sufficient tarmac rally experience) must complete a number of events in a speed-limited category (Rally Challenge) at the organisers' discretion before being deemed eligible for full competition.
- 3.4. 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.
- 3.5. No Entry Applications are automatically accepted and will be subject to thorough vetting by Australian Tarmac Rally Pty Limited.
- 3.6. Failure to supply motorsport history or experience when asked will result in a declined entry application.

4. RUNNING OF THE RALLY

- 4.1. 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.
- 4.2. Safety belts must be worn by the crew at any/all times the vehicle is in motion.
- 4.3. Any vehicle that fails to depart the Assembly by the time the sweep car departs will forfeit their run in the subsequent stage.
- 4.4. 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.
- 4.5. The start order for each subsequent day will be posted on the Official Notice Board (Sportity), based on the preceding day's results and on the progressive results of The Event.
- 4.6. The rally start will be as per the Event Schedule.
- 4.7. All crews are required to submit to and pass a breathalyser test each morning of competition. (0.00)
- 4.8. The location of the testing station within the muster area will be advised to crews during the driver's briefing.
- 4.9. Cars will start each Stage at thirty (30) second intervals.
- 4.10. 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.
- 4.11. 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.

5. RALLYSAFE

- 5.1. 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.
- 5.2. 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.
- 5.3. **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.

- 5.4. **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.
- 5.5. 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.
- 5.6. 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.
- 5.7. Send/Receive Overtake (Push to pass)
 - i. If caught by another competition vehicle, you must yield and allow the faster car to pass safely.
 - ii. Identify a safe location (not on a corner) for the passing to occur.
 - iii. 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).
 - iv. 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.
 - v. 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.

- 5.8. It is recommended that all crews be familiar with the operation of the Rallysafe device. For more information, <https://rallysafe.com.au/about/#competitors>

AUSTRALIAN TARMAC RALLY

6. RETIREMENT & RE-JOINING RALLY

- 6.1. **WITHDRAWAL:** Competitors who withdraw from the rally must complete the 'Notification of Withdrawal from Rally' form via Sportity. 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.
- 6.2. Any competitor who stops on a Stage and is passed by the Safety Sweep is deemed to have withdrawn from that Stage.
- 6.3. A competitor who re-joins the Stage behind the Sweep is to drive the Stage abiding by all applicable road regulations.
- 6.4. Refer Section below for scoring penalties for missed stages.
- 6.5. Results will be determined by compiling all runs.

7. ACCIDENT PROCEDURES / YELLOW OR RED FLAGS

- 7.1. Crews should refer to the pages in the Safety Handbook, 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.

- 7.2. A copy of the SOS/OK sign is required to be carried in a competing vehicle at all times.

8. 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.

9. SCORING PENALTIES

- 9.1. 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.

- 9.2. Timing Penalties

- 9.2.1. 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

- 9.2.2. 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

9.2.3. Entering a Control from the wrong direction

Penalty: Slowest time plus 5 minutes per offence.

9.2.4. Failure to report at a Start Control.

Slowest time plus 5 minutes per offence.

9.2.5. 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.

9.2.6. 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.

9.2.7. *Failure to yield when receiving overtake.*

Penalty: 5 minutes per offence or EXCLUSION from the event as determined by the Clerk of Course.

9.2.8. *Receiving outside assistance or service in a no-service area*

Penalty: 2 minutes per offence.

9.2.9. *Refuelling in a non-approved area.*

Penalty: Up to EXCLUSION from The Event as determined by the Clerk of Course

9.2.10. 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 the 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

9.3. 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.

10. PROTESTS

- 10.1. 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.
- 10.2. Post-event protests and/or requests for review are to be made with the appropriate fee in accordance with Section 18 of the AASA's NCRs, in writing (using [Notice to Appeal - Form 3](#), along with the monetary sum) 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 as per here: <https://www.aasa.com.au/event-promoter-documentation>

11. RESULTS

- 11.1. Progressive Results will be available through our official timing partner ChrisSport, during the running of the Event.
- 11.2. <https://www.chrissport.kiwi/index.php?c=aus>
- 11.3. Results can be viewed online.
- 11.4. 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.

12. PRIZES, TROPHIES & AWARDS

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

13. PRESENTATION OF AWARDS

- 13.1. 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

14. DRUGS IN SPORT

- 14.1. 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.
- 14.2. 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 that there must always be a reading no higher than 0.00 (blood alcohol %) during competition.

15. COPYRIGHT

- 15.1. 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.
- 15.2. 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.

16. POSTPONEMENT, ABANDONMENT OR CANCELLATION

- 16.1. 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.

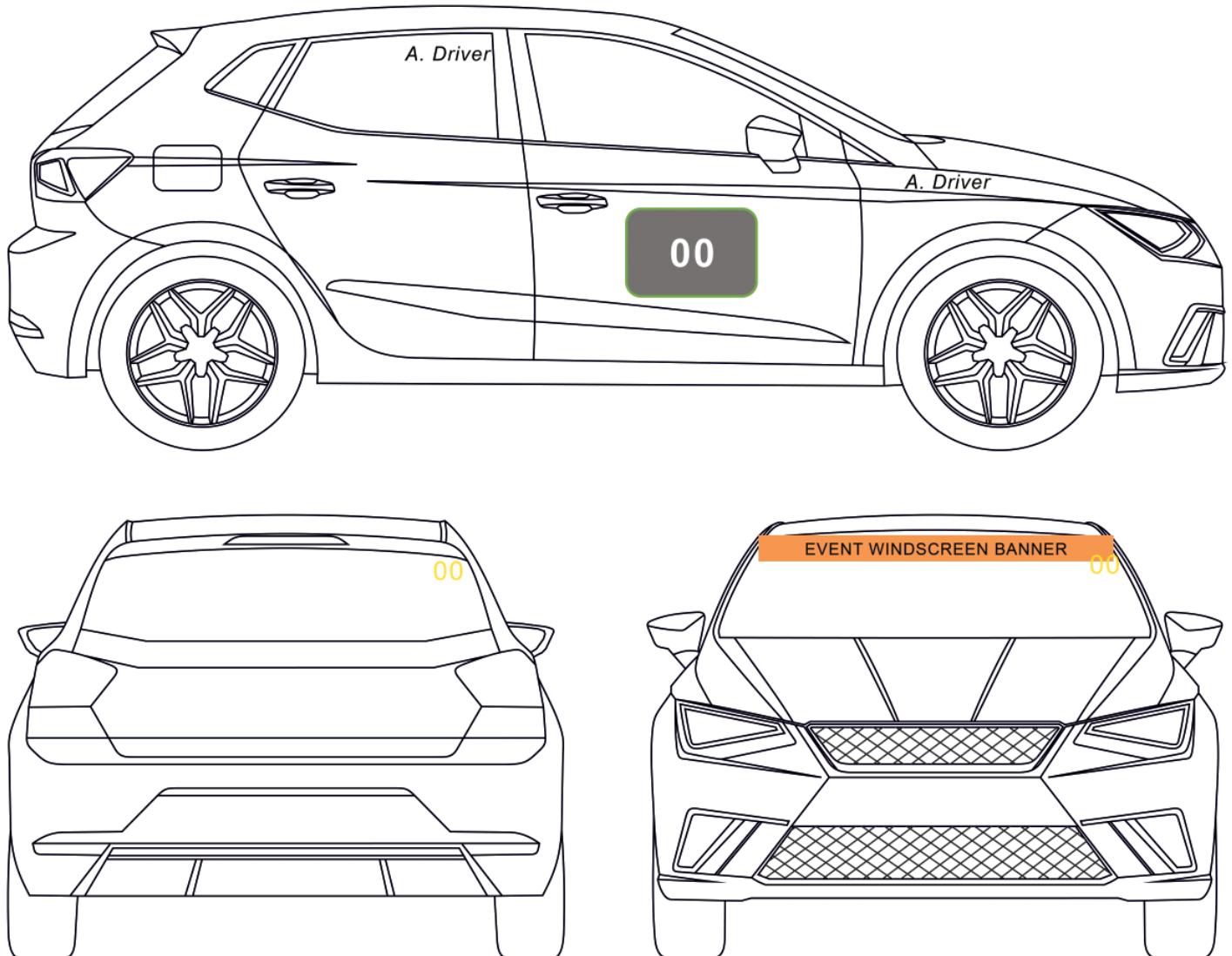
17. TOWING

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.

18. VEHICLE SIGNAGE DIAGRAM



19. 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 <http://www.tarmacrally.com/>.

Category	Applicable Years
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

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20. 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

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