

Authority

The Event will be conducted under the National Competition Rules of the Confederation of Australian Motorsport (CAMS), these Event Regulations and any Competitor Bulletins/Newsletters, Further Event Regulations, Instructions and Route Instructions as and when published by the organisers.

This Event will be conducted under and in accordance with CAMS OH&S, CAMS Safety 1st and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au.

The event will be known as the SHANNONS ADELAIDE RALLY and hereinafter referred to as the EVENT. It will run under CAMS Permit **519/0712/01** which will be displayed at the Start of the Event



Supplementary Regulations CAMS Permit 519/0712/01



WELCOME MESSAGE

Welcome to **2019 Shannons Adelaide Rally** The event is designed as a 4-day event packed with spirited driving activities and competition.

Our goal is to provide a highly enjoyable event for a diverse range of vehicles of varying genres and vintages. There is a focus on touring and spirited driving activities at limited speeds whilst also delivering a competition element that draws upon historical Classic Adelaide Rally activity of years gone by.

The 2019 Shannons Adelaide Rally uses a series of closed road stages up to 20km long, with a total competitive distance of almost 160km. There are up to 32 stages planned. The closed road stages are highly technical, serpentine and challenging hill climb-style roads.

Many of these sections are taken from iconic Classic Adelaide Rally stages of old, such as Basket Range, Norton Summit, Gorge, Corkscrew, Chain of Ponds and more. The furthest closed road stage from Adelaide is 55km away and the entire closed road course can be reccied in one day.

The competitive categories of the Shannons Adelaide Rally run over four days, with Challenge and Competition classes hitting their first stage of the event on the Wednesday afternoon.

Tour categories get started on Thursday morning.

Main Tour and Spirit cars will tackle more closed road stages and longer stages compared to 2019.

Combined, all category entries are expected to eclipse the 304 entries received in 2019, making the Shannons Adelaide Rally possibly the largest tarmac rally field in Australasia for 2019.

The event focuses on spirited driving challenges and touring as well as hard-core rallying. Iconic closed road stages throughout the Adelaide Hills, Fleurieu and McLaren Vale Regions feature prominently with major street parties within the Adelaide CBD bringing tens of thousands to view the cars

The result is four days jam-packed with activities and a festival feel not found at any other rally event in the country.

The event is being run for all Tarmac Rally and Gravel Rally competitors in either Modern or Classic vehicles. The event will also allow invitational Classic and other Rally cars at the organiser's discretion but will primarily be special interest vehicles that comply with relevant safety regulations of CAMS.

The event has a focus on inclusivity and fostering growth in the motorsport space. We believe there is a place for anyone within the event subject to their car complying with safety and local registration requirements.

The Adelaide Showgrounds will house Parc Ferme of the Adelaide Rally.

We thank Shannons Insurance as our major sponsor for supporting passionate vehicle owners and their love of enjoying spirited motoring and motorsport competition. The event could not be run without the support of local councils, the SA Police and all the local community groups and businesses that assist us in so many ways.

We highlight the input of the many volunteers that undertake a variety of roles to enable the event to happen at all and thank them in particular.

Once again, the Shannons Adelaide Rally organising team wishes all participants a safe, and fun filled motor sport event.

Kind regards

Ivar Stanelis
Clerk of the Course / Rally Event Director

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EVENT PROGRAMME

Day	Date/Time	Description	Location
		Entries open upon publication of these Regulations	
Friday	1st November 8:00pm	Entries Close	Secretariat
Monday	2nd December 6:30pm 7:00pm	Pre-Event Scrutineering Start Order Posted	TBA Online
Wednesday	4th December 8:00am 12:00pm 1:00pm 7:00pm	Scrutineering and Documentation Drivers Briefing (Competition Classes) Official Start (Competition Classes) Drivers Briefing (Tour Groups)	Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds
Thursday	5th December 8:00am 8:20am 8:40am	Tour Group Official Start Competition Start Prima Tour Start	Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds
Friday	6th December 8:00am 8:30am 5:00pm	Tour Group Start Competition Start Gouger Street Party	Adelaide Showgrounds Adelaide Showgrounds
Saturday	7th December 7:30am 8:00am 6:00pm	Tour Group Start Competition Start Event Finish and Podium Presentation	Adelaide Showgrounds Adelaide Showgrounds East Terrace

General Information

RALLY ENQUIRIES:	Telephone: 08 8212 2800 Email: ivar@rallysa.com.au Website: www.adelaidemotorsportfestival.com.au										
CORRESPONDENCE:	Address all correspondence to: Unit 6, 22 Ware Street THEBARTON SA 5031 No responsibility will be accepted by the organisers for any correspondence sent to any other address										
RALLY HEADQUARTERS:	274 Gilbert Street Adelaide Hours of operation from: Wednesday 7:00 am 10:00 pm Thursday 7:00 am 10:00 pm Friday 7:00 am 10:00 pm Saturday 7:00 am 10:00 pm Sunday 7:00 am 10:00 pm Monday 8:00 am 12:00 pm Telephone No. 0431 306 015 Geraldine Hough										
OFFICIAL NOTICE BOARD:	The Notice Board will be Electronic ONLY at www.adelaidemotorsportfestival.com.au										
MEDIA ENQUIRIES:	Wayne Hough Media Accreditation Manager & Photographer Liaison Mobile: 0448 889 000 Email: wayne.hough@bigpond.com										
ABBREVIATIONS	<table> <tr> <td>SR Article</td><td>Supplementary Regulation Article</td></tr> <tr> <td>NRC EG</td><td>National Rally Code / Events General (CAMS Manual)</td></tr> <tr> <td>NRC SSR</td><td>National Rally Code / Special Stage Rallies (CAMS Manual)</td></tr> <tr> <td>NRC VG</td><td>National Rally Code / Vehicles General (CAMS Manual)</td></tr> <tr> <td>NCR</td><td>National Competition Rules (CAMS Manual)</td></tr> </table>	SR Article	Supplementary Regulation Article	NRC EG	National Rally Code / Events General (CAMS Manual)	NRC SSR	National Rally Code / Special Stage Rallies (CAMS Manual)	NRC VG	National Rally Code / Vehicles General (CAMS Manual)	NCR	National Competition Rules (CAMS Manual)
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NCR	National Competition Rules (CAMS Manual)										

ORGANISATION

ARTICLE 1 – ORGANISATION

- 1.1 The **2019 Shannons Adelaide Rally** will be a National Other Tarmac Rally run under the provisions of the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of the Confederation of Australian Motorsport Ltd (CAMS), the National Rally Code, the Tarmac Rally Standing Regulations, and these Event Supplementary Regulations and any authorised Further Regulations and Bulletins.

This Event will be conducted under and in accordance with CAMS OH&S, CAMS Safety 1st and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au.

The timing process for a Point to Point Stage where after the flying finish there is a SLOW POINT.

- a. Competition Vehicles arrive at Time Control (TC)
 - b. Vehicle is checked in at time control by official via the RaceCommander Tablet
 - c. Vehicle moves to Stage Start (SS)
 - d. Competitor's RallySAFE unit receives Start time via the RaceCommander Tablet
 - e. Competitor prepares for Start time and proceeds into stage once the allocated time has come.
 - f. Competitor makes way through stage until Flying Finish (FF)
 - g. Once Competitor passes flying finish, the clock is stopped, and time is sent to rally officials.
 - h. Competitor then reaches the Slow Point, this is displayed by a "SLOW DOWN" sign, where the competitor is required to slow to 10 KM/H to pass rally officials, or, in the case of cars in any competition field, STOP.
 - i. Officials record car details
 - j. Competitor then follows civil road laws to next Time control and/or Stage start.
- 1.2 Rallysafe data will be considered a Judge of Fact in relation to vehicle location and speed.
- 1.3 The CAMS Permit Number authorising the event is 519/0712/01
- 1.4 The organiser of the 2019 Shannons Adelaide Rally to take place on the December 4th to 7th will be Rally One P/L ABN number 80 126 017 089
- 1.5 The promoter of the 2019 Shannons Adelaide Rally is Massive Events Corp P/L as Trustee for the Massive Events Unit Trust of PO Box 198 Crafers 5152 Ph 0417171730

- 1.6 **OFFICIALS OF THE RALLY**
 CAMS Stewards of the Meeting Robert Whyatt (Chief Steward) David Stimson Gerry Geue
 Event Checker TBA
- 1.7 **ORGANISING COMMITTEE**
 Clerk of the Course / Rally Event Director Ivar Stanelis
 Event Secretary Geraldine Hough –
 Deputy Clerks of the Course Dick Manning, Rob Coppins, Trevor Fisher, Scott Thompson
 Competitor Relations Officers June Bunker, Ian Neville
 Chief Medical Officer Dr Bill Griggs
 Results Manager Garry Searle
 Media Manager Wayne Hough
 Communications Manager Peter Hughes
 Chief Scrutineer Alan Pickstock
 Chaplain David Vaughan
 MIV & Safety Scott Thompson
 WICEN Louis Coleshill

All correspondence, other than Entries, shall be addressed to:

The Event Secretary
Geraldine Hough
Address: Unit 6 Ware St
Thebarton SA 5031
Email:-
geraldine.hough@bigpond.com

Phone:- 08 8212 2800 Mobile:
- 0459 839 446

ARTICLE 2 – EVENT ELIGIBILITY AND DESCRIPTION

- 2.1 The 2019 Shannons Adelaide Rally does not count towards any CAMS Championship.
- 2.1.1 The Competitive categories shall be Competition, Challenge and Category S
- 2.1.2 The Tour categories are non-competitive and shall be Prima Tour, Main Tour and Spirit Tour
- 2.2 **Shannons Adelaide Rally** will consist of four Legs over four successive days for competition categories (Challenge and Competition including Category S). The Prima Tour will run only on one day of the event (Thursday 4th December) and the Main and Spirit Tours will run over 3 days being Thursday 5th, Friday 6th and Saturday 7th December. The rally will include over 30 Special Stages. Special Stage 1 will be run as a shakedown, and NOT be included in the Results.
- The **Prima Tour** will consist of several closed road stages, all of which will be part of the main event route travelled by the Main Tours and Competition. The Prima Tour will have a shorter transport route and finish of the Prima Tour shall be at approximately 3pm on Thursday 5th December.
- The Main Tour and Spirit Tour** will consist of Leg 2 & 3 & 4 in their entirety and will traverse the same route as the competition categories.
- All Special Stages and Liaisons will be on tarmac (save a short section of gravel following the Bradbury Stage). The Event Itinerary will be in the Road Book, which will be available to all competitors via the Rally Box, delivered to their nominated address, or picked up from the Rally office at 272-274 Gilbert Street.
- 2.3 The event will use private and public roads, with the Competition Special Stages run mainly within the Alexandrina, Adelaide Hills, Campbelltown, Burnside, Mt Barker, Onkaparinga, Mitcham and Adelaide City Council areas.
- 2.4 The Competition will be run under three categories as follows:
- Competition
 - Challenge
 - Category S (Demonstration only)
- The Tours will be run in three groups
- Prima Tour (Thursday 5th December)
 - Main Tour including manufacturer tour groups
 - Spirit Tour
- 2.5 Competition in the Leg 2 & 3 & 4 will be conditional on the vehicle having started Leg 1 but not necessarily finishing. If a crew withdraws from a Leg, competition in the following Legs will only be available to those crews who notify a Competitor Relations Officer in writing of their intention to restart prior to 1900hrs the previous day.
- Special arrangements for participation in Leg 2,3 & 4 may be made for Tour entrants at the discretion of the Clerk of Course in the case where the Tour entrant could not take part in every Leg traversed by the Tour. Tour entrants are not deemed to be part of the Competition
- 2.6 Under exceptional circumstances the organisers may permit changes of crew members during the rally, provided that the replacement person meets the requirements of the Supplementary Regulations. **No person may be changed unless prior notification is made to the organisers and explicit approval has been given.**
- 2.7 Unauthorised changes of crew members will be reported to the Stewards, and a penalty may apply

ARTICLE 3 – COMPETITOR ELIGIBILITY**3.1 Competition & Category S Competitors**

Both Driver and Co-Driver shall hold, as a minimum, a current CAMS National Rally Licence. Co-Drivers who will not drive during the event may hold a National Rally Navigator Only Licence. Both members are required to belong to a CAMS Affiliated Car Club.

Crew members who hold only a Circuit Racing Licence (Provisional/National etc.) must obtain a Rally endorsement for their licence from CAMS, prior to the Event.

Apparel: Crews must wear, as a minimum, the apparel outlined in **Schedule D Rally/Road Tarmac National** of the current CAMS Manual of Motor Sport. Apparel must be presented at Pre-Start Scrutiny. Failure to wear appropriate apparel when competing on a Special Stage will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as exclusion from the Event.

3.2 Challenge Category Competitors

The minimum requirement for Driver and Co-Driver is a CAMS Speed (Level 2S) Licence and membership of a CAMS Affiliated Car Club. Speed (Level 2S) Licence can be purchased from your CAMS-affiliated car club or from your State CAMS office on presentation of your current affiliated car club membership. For assistance in arranging CAMS Speed (Level 2S) Licences, competitors should contact the Rally Office and/or their local CAMS Office as soon as possible.

Apparel: Crews must wear, as a minimum, the apparel outlined in **Schedule D Rally/Road Tarmac Multi-Club** of the current CAMS Manual of Motor Sport. Apparel must be presented at Pre-Start Scrutiny. Failure to wear appropriate apparel when competing on a Special Stage will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as exclusion from the Event.

The Organisers have mandated full harness seat belts (4 point harness minimum) for Challenge Category and that crew wear a properly fitted Frontal Head Restraint to FIA 8858-2010 or 8858-2002 standard, as per Schedule D of the CAMS Manual

3.3 Spirit Tour

The minimum requirement for Driver and Co-Driver is a CAMS Speed (Level 2S) Licence and membership of a CAMS Affiliated Car Club. Speed (Level 2S) Licence can be purchased from your CAMS-affiliated car club or from your State CAMS office on presentation of your current affiliated car club membership. For assistance in arranging CAMS Speed (Level 2S) Licences, competitors should contact the Rally Office and/or their local CAMS Office as soon as possible.

Apparel: Non-flammable clothing from neck to wrists to ankles must also be worn.

Helmet: The minimum standard for safety helmets is as per CAMS Schedule D Apparel, Level. Apparel must be presented at Pre-Start Scrutiny. Failure to wear appropriate apparel when competing on a Special Stage will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as exclusion from the Event. Crew are required to wear a helmet while driving on all Stages.

3.4 Main Tour

The minimum requirement for Driver and Co-Driver is a CAMS Speed (Level 2NS) Licence and membership of a CAMS Affiliated Car Club. Speed (Level 2NS) Licence can be purchased from your CAMS-affiliated car club or from your State CAMS office on presentation of your current affiliated car club membership. For assistance in arranging CAMS Speed (Level 2NS) Licences, competitors should contact the Rally Office and/or their local CAMS Office as soon as possible.

Apparel: Non-flammable clothing from neck to wrists to ankles must also be worn.

3.5 Prima Tour

The minimum requirement for Driver and Co-Driver is a CAMS Single event licence 2NS and membership of a CAMS Affiliated Car Club.

The recommended requirement for Driver and Co-Driver is a CAMS Speed (Level 2S) Licence and membership of a CAMS Affiliated Car Club. Speed (Level 2S) Licence can be purchased from your CAMS-affiliated car club or from your State CAMS office on presentation of your current affiliated car club membership. For assistance in arranging CAMS Speed (Level 2S) Licences, competitors should contact the Rally Office and/or their local CAMS Office as soon as possible.

Apparel: Non-flammable clothing from neck to wrists to ankles and covered shoes must also be worn.

3.6 Challenge Category Vehicles

All Challenge Category vehicles are to comply with the Technical Regulations except for:

Seats: Must safely facilitate the use of a harness and FHR (Frontal Head Restraint)

Harnesses: A harness of Type A or Type B in accordance with Schedule I of the CAMS General Requirements.

Safety Cages and Rollover Protection: As a minimum, be a Type 2 "half cage" in accordance with Schedule J of the CAMS General Requirements or a Non Complying Cage in accordance with Article 7 of Schedule J.

3.7 Competitors (Entrants) – (All Categories and Tours):

Competitors (Entrants) that are companies, etc. or who are individuals who do not hold another competition licence which allows them to enter the vehicle shall hold the relevant CAMS Competitor Licence.

3.8 All Drivers and Co-Drivers who intend driving shall possess current civil driving licences issued by the appropriate state government authority (refer to NRC EG Article 2).

3.9 Navigators/Co-Drivers or other Crew intending on driving the entered vehicle during the event must apply in writing to the Clerk of Course via ivar@rallysa.com.au to seek approval for permission to drive. A specific and accurate day and time or stages that the different driver intends to drive must be contained within the email application to the Clerk of Course. Drivers and navigators/ Co-Drivers swapping duties without written applications and approvals in place will be penalised and may be excluded from the event. Refer Regulation 2.6.

3.10 **No person may change roles unless prior notification is made to the organisers and explicit approval has been given.**

3.11 Unauthorised changes of crew members will be reported to the Stewards, and a penalty may apply

3.12 Driver Experience (except Prima Tour, Main Tour, Spirit Tour)

All Drivers and Co-Drivers (i.e. crew members who intend to drive on any stages) are required to satisfy the Organisers that they have appropriate motorsport driving experience and competence to participate in the Event. Demonstrated competence can include having successfully participated in a suitable and approved driver training course or previous event.

The Clerk of the Course must be satisfied as to the acceptable motorsport driving experience of crews.

Entries may be refused in accordance with NCR 83 of the current CAMS Manual.

ARTICLE 4 – VEHICLE ELIGIBILITY**4.1 General**

- 4.1.1 The Event is intended for Production Cars, categorised as Classic and Modern Sports Cars, Sedans and Utility Vehicles, being four-wheeled vehicles, capable of legally carrying 2 persons minimum. **Only Closed Cars will be eligible for entry in Competition, Category S or Challenge Categories.** The acceptance of entries of Low Volume cars as defined by CAMS Tarmac Technical Regulations Article 3 shall be at the discretion of the Organisers. Competitors intending to enter such cars shall make application to the Organisers prior to lodging an entry.

All competing vehicles shall comply with Schedule A of the current CAMS Manual and the CAMS National Rally Code.

COMPETITION and CHALLENGE– all vehicles shall comply with ONE of the following technical regulations:

- 2019 Tarmac Rally Technical Regulations – Classic
- 2019 Tarmac Rally Technical Regulations - Modern
- Targa Australia Technical Regulations
- Group 3C - Production Rally Cars (PRC)
- Classic Rally Car Regulations
- Historic Rally Car Regulations
- Group G2 Regulations

NOTE: CHALLENGE vehicles have exemptions in relation to Roll Cage, Seats and Harnesses as per SR Article 4.3

NOTE: CHALLENGE vehicles have exemptions in relation to Intercoolers (Free), intake pipework, intake manifolds and associated intake system components (all Free), Turbochargers and turbo manifolds (Free) and Wheel size and diameter (Free)

CATEGORY S (DEMONSTRATION CATEGORY) - Entries accepted at the discretion of the organisers. Category S cars must meet General Safety requirements and as a minimum have rollover protection, seats and harnesses complying with CAMS Tarmac Rally Regulations to be eligible for consideration to be included in Category S. The stage times of Category S vehicles will be published but entrants must still comply with the RSP speed limits and must not exceed a top speed limit of 180kph on any closed road stage.

SPIRIT TOUR, MAIN TOUR– Must meet general safety requirements shown at 4.1.1(i)

PRIMA TOUR – Must be road registered vehicles.

- 4.1.1(i) General Safety Requirements for SPIRIT TOUR and MAIN TOUR CARS shall consist of:

- Seat Belts - The vehicle must be fitted, as a minimum, with a lap/sash type seat belt complying with the requirements of AS2596 or another standard as listed in Schedule I of the CAMS Manual. Seat belts, which are properly adjusted, must be worn by crew members always when the vehicle is in motion.
- First Aid Kit - A weatherproof first aid kit complying with CAMS National Rally Code Section F
- Fire Extinguisher - One hand-held extinguisher, meeting AS1841 and the following requirements, must be affixed inside the vehicle the extinguisher must be foam or dry powder; the minimum capacity must be no less than: 1kg, with pressure of 10 bar
- Reflective Hazard Triangles

- 4.1.1(ii) Vehicles registered in Queensland under the "Transport Operations (Road Use Management—Vehicle Registration) Regulation 1999" require a Compulsory Third-Party Insurance (CTPI) extension valid for this event.

- 4.1.2 If, at the Pre-Start Scrutiny, the vehicle does not conform to the relevant event eligibility regulations, one of the following shall occur:

- the vehicle is to be altered to conform
- the vehicle is to be reclassified
- a minor ineligibility notice is issued, in accordance with CAMS Manual, NCR 158
- the vehicle shall be prevented from starting the Event.

If a vehicle fails the initial scrutiny due to eligibility problems, it shall be re-presented at a time notified by the Chief Scrutineer, as applicable, albeit not later than shown in the Event Programme. If, at any required Post-Event Scrutiny, the vehicle does not conform to the relevant eligibility regulations, the matter will be referred to the Stewards of the Meeting. If a non-compliance case is proven, a penalty of exclusion will apply, in addition to any other penalty deemed appropriate by the Stewards of the Meeting.

- 4.1.3 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.

- 4.1.4 All vehicles shall be registered for use on public roads. State Authorities, Concessional or Conditional Registration or **South Australian Unregistered Vehicle** will be allowed. However, the onus is on the competitor to ensure all statutory requirements relating to the use of the Concessional/Conditional Registration or Temporary Road Permit have been met. **Temporary Road Permits from other states are not valid in South Australia.**

- 4.1.5 The Organisers reserve the right not to accept a vehicle and/or vehicle/driver combination. Acceptance of a specific vehicle in a previous event year or another similar event shall not mean that the vehicle will be automatically accepted for this event.
- 4.1.6 Vehicles will be grouped into Classes of similar Technical Regulations and Capacity. Challenge crews will not be moved into Competition Category.
- 4.1.7 For CHALLENGE, COMPETITION and CATEGORY S cars, vehicle battery locations are to be indicated on the outside of the vehicle, in a position as close to the internal battery location as is possible. The location marker shall be a Blue Triangle measuring 150 mm along each side.
- 4.1.8 If a video or any other type of camera is carried in a competition vehicle during Special Stages it shall be fixed firmly into a cradle and shall be checked and approved at Pre-Event Scrutiny. The camera must be registered with the Event Secretary and the **Application for Movie, Film or Video Taping Approval** form filled in and signed. See also Article 22.2 of these Supplementary Regulations.

Where the camera is a small separate unit (e.g. "Go Pro" or "Lipstick" style), it need not be fitted inside a cradle, but the camera shall be mounted securely in a location that does not interfere with head or body protection in the possible event of rollover.

Suction Cup Mountings used internally or externally must have an additional tether fitted.

Cameras mounted on external body work must remain within 100mm of the profile and surface of the vehicle when viewed from the front or behind.

4.2 **Competition Category Vehicles**

Competition Category vehicles shall be the subject of a current CAMS Log Book. Challenge and Category S cars do not require a log book.

4.3 **Categories**

All crews entering 2019 Shannons Adelaide Rally, will compete under one of the following five Categories of which awards will be presented

- Challenge Classic
- Challenge Modern
- Competition Classic
- Competition Modern
- Category S (no awards presented)

Spirit Tour, Prima Tour and Main Tour cars are not competing for awards

4.4 **Classes**

Competitors are required to complete a Vehicle Identification Form (see Entry Form) and select a Class based on Modification Groups/Levels.

There are no Classes in the Tours. No competition trophies will be awarded. The Organisers Reserve the right to present Awards for non-performance activities.

4.5 **Invitation Entries (Category S)**

At the Organisers discretion, a vehicle which does not comply with the eligibility requirements of either of the Competition or Challenge Categories, as defined in these Supplementary Regulations may be accepted into the Invitational Category at the sole discretion of the Organisers. Cars will be required to comply with the required safety standards and would be expected to be within the spirit of the event. The crew shall comply with all CAMS licensing and apparel requirements. Note that regardless of the times posted, Category S competitors shall not be celebrated as Outright winners

4.6 **Fuel**

CAMS Schedule G permitted fuel may be used, including E85 fuels.

4.7 Wheels and Tyres (for Competition Category only)

4.7.1 Maximum number of tyres permitted

A maximum of six tyres are permitted for use during the Event. Crews that have different size wheels or four directional tyres may register to have 4 marked spare tyres but are only permitted to use 2 of them.

It is prohibited for a competing vehicle to use or carry unmarked tyres at any time and any breach will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as exclusion from the Event.

4.7.2 Notwithstanding Articles 7.11(e), (m), (n) and (o) of the CAMS Tarmac Rally Technical Regulations (Classic), for vehicles entered in Competition Classic wheel make and construction are free provided they meet the load carrying capabilities of the vehicle. Wheel diameter and width is free up to a maximum of 17" diameter and 9" wide unless the original wheel is larger in diameter and/or width in which case the original wheel size, in both diameter and width, is permitted to be used and tyre aspect ratio is free. All other provisions of Article 7.11 of the CAMS Tarmac Rally Technical Regulations (Classic) continue to apply;

4.7.3 Notwithstanding Articles 8.1(c), M1.11, M2.10 and M3.10 of the CAMS Tarmac Rally Technical Regulations (Modern), for vehicles entered in Competition Modern and which were manufactured prior to 1 January 2008, wheel diameters and width may be varied plus or minus 2 inches from the manufacturer's specifications and tyre aspect ratio is free. All other provisions of Article 8.1 of the CAMS Tarmac Rally Technical Regulations (Modern) continue to apply;

4.7.4 For vehicles entered in Competition Modern which were manufactured on or after 1 January 2008, Article M3.10 of the CAMS Tarmac Rally Technical Regulations (Modern) does **not** apply and instead the following size allowances apply to the standard wheel sizes available for the model of the vehicle not including any options or variants:

(a) Vehicles originally fitted with 16" diameter wheels or smaller may increase their rim size up to a maximum of 17" diameter and 8" wide providing that no body panel modifications are required other than the internal 'lipping' of the front and rear guards;

(b) Vehicles originally fitted with 17" diameter wheels or larger may not increase or decrease their rim diameter or width and cannot make any body panel modifications other than the internal 'lipping' of the front and rear guards;

4.7.5 **The marking of tyres** is mandatory and will be carried out at scrutineering;

Scrutineers shall be considered Judges of Fact for all matters relating to wheels and tyres. A maximum of 4 tyres will be marked as original and a maximum of 2 tyres will be marked as spares or 4 tyres as per 4.7.1. Any additional tyres may be marked at Service Parks. A 5 minute penalty will apply for each additional tyre above the maximum that is marked and used.

A marked SPARE tyre can be exchanged for an alternate SPARE tyre by approval of the Chief Scrutineer. The unused SPARE must be presented during the exchange

4.7.6 **Warm-up of Brakes/Tyres** – Crews are banned from the warming-up of brakes and tyres on any liaison.

NOTE: Any instances of this behaviour will be reported to the Stewards, and penalties will apply

4.7.7 Violation of road traffic laws is illegal, and any crew observed driving in a dangerous manner will be reported to the Stewards of the Meeting for a penalty to be applied, in addition to any penalty that may be applied by the Police.

4.8 Numbers and Signage

4.8.1 All Event signage shown in Appendix I of these Regulations must be affixed to the vehicle prior to passing a pre-event Scrutiny and remain on the vehicle for the duration of the Event. Failure to meet this condition will result in the Crew being reported to the Stewards of the Meeting for consideration of a monetary penalty. Competitors may be required to pay for any replacement signage.

4.8.2 The Organisers reserve the right to issue additional event sponsors decals and shall require them to be displayed prominently on all competing vehicles.

4.8.3 Driver and Co-Driver names may be displayed on both sides of the vehicle, on the rear side glass, in accordance with NRC VG Article 4.1 Signs on Cars in the current CAMS Manual; except that vehicles without rear side glass may display them on the upper, rear section of the front mudguards.

ARTICLE 5 – ENTRY FORM, ENTRIES AND ENTRY FEE

- 5.1 Intending competitors are required to submit the Entry Form, which shall be accompanied by a Deposit of \$500 or the Entry Fee in full. The Deposit is non-refundable after the close of entries.
- 5.2 On receipt of a fully completed and approved Event Entry Form (www.adelaidemotorsportfestival.com.au), the Competitor will be notified if their entry has been accepted.
- 5.3 The full entry fee for a car and two-person crew shall be as per the following schedule.

Prima Tour - \$625
Main Tour - \$1695
Spirit Tour-\$2295
Challenge- \$2495
Competition-\$2995

An **'Early Bird'** entry discount of **\$200 including GST for all tours and competitions except the prima tour will be available** and to be eligible for this discount, **the entry fee must be paid in full by or before June 30, 2019.**

Please note: Payments made by credit card will be charged an additional transaction fee of 2.0%.

5.4 **Fee Payment**

Once the deposit has been paid and confirmation received that the entry has been accepted, payment is due in full by either of the following methods;

- a) pay the total balance due within 4 weeks after confirmation of the entry being accepted, or
- b) arrange a direct deposit or credit card instalment plan, acceptable to the Event Secretary, within 7 days of the entry being accepted.

All entry fees must be paid in full prior to the entries closing date of **1st November 2019**. Competitors will only receive the Road Book after the Entry Fee has been paid in full. The Road Book and event map is sent to competitors in the Rally Box.

5.5 **Payments will be accepted via credit card (Visa, MasterCard or PayPal only). Details are on the Official Entry Form.**

5.6 Entries open on the issue of these Supplementary Regulations

5.7 Entries close on November 1st 8:00pm.

The number of entries will be limited to 320 including the Prima Tour. Entries will be accepted and confirmed based on date order of receipt of the completed Entry Form and associated deposit or full fees paid.

The organisers reserve the right to accept any entry in the interests of the Event at any time up to the first day of competition.

5.8 The fully paid entry confirms that the following will be provided to competitors:

- a) CAMS Public Liability and Personal Accident insurance for all crew members.
- b) Competition start in all the Event's Special Stages, for all Categories
- c) Set of all official maps and/or Road Book route instructions
- d) Two door panels with car numbers, rally signage and any additional event sponsor decals as issued
- e) RallySafe vehicle tracking system hire (Unit Only)
- f) 2 x Finishers Medallions, presented to all finishers.
- g) Provision of the Rally Box

5.9 By entering the Event, Competitors agree to be responsible to pay any costs incurred by the Organisers with respect to damage to Third Parties' property and/or assets caused by any incident that the crew may be involved in during the event. This includes bollards, water barriers or other items that may be used as chicanes or road delineators. It may also include oil and fuel damage to tarmac surfaces in Parc Ferme. Also refer to Article 15.

5.10 Crews involved in accidents resulting in property damage (including fences) are advised that they will be required to pay up to the first \$10,000 of any claim to rectify such property damage. Crews agree to this excess by entering the event. Refer Appendix I of the CAMS Manual of Motor Sport for further details regarding insurance cover.

Crews also agree to pay for any damage they inflict on fences and other structures upon written demand from the organisers. Failure to pay will be reported to the Stewards and a penalty may be applied – up to exclusion from this and future events

- 5.11 Where the nominated Competitor is a legal entity, or in any other case not part of the crew, the Driver named on the entry form will be held responsible for all liabilities and obligations of the Competitor (entrant) for the entirety of the Event.
- 5.12 The Organisers reserve the right to accept or reject any entry nomination at their sole discretion and without explanation, in which case all fees paid shall be refunded in full. (Refer current CAMS Manual - NCR 83 (ii)).

5.13 Alteration to Entries

- 5.13.1 The competitor may change any crew member upon written notification to the Organisers at the organisers' discretion at or before 1st November 2019. Substituted crew members' licences and other documentation shall be fully in order for acceptability in the category entered. If there is a discrepancy, the Competitor (entrant) will either must downgrade the category (i.e. From Competition to Challenge), or withdraw, as applicable.
- 5.13.2 The entered/competing vehicle may be changed upon written notification to the Organisers and at the organisers' discretion before 1st November 2019. Should the eligibility of the substituted vehicle be unacceptable, the Organisers reserve the right to reject the substituted vehicle without explanation or alternatively re-classify the entered vehicle from the Competition Category to Challenge or Invitational Category. The substituted vehicle shall be satisfactorily scrutineered to be eligible for acceptance.
- 5.13.3 Any change of vehicle after the start of the event will result in the entry being changed to Invitational, see Article 4.5

5.14 Entry Refunds

Entry withdrawals will only be accepted in writing.

The entry fee refund structure, should the entry be withdrawn prior to the commencement of the Event, is as follows:

- Refunds requested PRIOR to Close of Entries will be considered on a case by case basis. An admin fee of up to \$250 may be deducted from any funds already received.
- If a refund is requested after the Close of Entries, 50% of the fully paid entry fee (including GST) may be credited toward an entry fee for Adelaide Rally 2020

ARTICLE 6 – SERVICING AND REFUELLING

- 6.1 Only one service vehicle per competing car starting the rally may provide service throughout the rally. This vehicle must be clearly identified by means of a "Service Crew" windscreen sticker issued by the Organisers and affixed to the centre top of the windscreen. This vehicle is the only service vehicle that will be permitted into the Service Parks per competing car. **This sticker and registration of the vehicle may be obtained by application in writing to ivar@rallysa.com.au**
- 6.2 Up to eight Service Crew members per competing car starting the rally may register.
- (i) The speed of the cars in the Service Park shall not exceed 15km/h; failure to comply with this limit shall result in a penalty applied by the Stewards of the Meeting.
- (ii) When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling of fuel is permitted in the Service Park provided that:
- the work is carried out under the supervision of a marshal;
 - no other work is carried out on the car during the emptying and/or refilling operation;
 - A suitable safety perimeter is established around the car
 - two fire marshals are present with fire extinguishers sufficient in capacity and suitable for use on flammable liquids.
- 6.3 All Competition and Challenge vehicles will be placed into Parc Fermé at the end of each Leg.
- In exceptional circumstances vehicles may be removed from the overnight Parc Fermé with the permission of the Organisers and taken to a workshop or other place of vehicle repair. Written approval is required from the Competitor Relations Officer before the car is to depart Parc Fermé. These vehicles must return to the Overnight Parc Fermé by 0700hrs on Thursday, Friday or Saturday morning and will be subject to inspection by the scrutineers before being allowed to start the following Leg.
- 6.4 Service Crew and/or Competitors will have access to Parc Fermé for 1 hour prior to departure time on each Leg for the purposes of cleaning the car. Crews will need to provide their own water. It would be preferable to use a waterless cleaning product.
- In Service Parks, cars may only be washed by use of a sponge from a bucket. Where oils, solvents and degreasing fluids are used all residues must be securely contained and not be allowed to come in contact with the ground. The use of pressure cleaners is prohibited. Breaches noted by an official of the rally will result in a report to the Stewards of the Meeting with a recommendation that a fine be applied. A list of nearby car washing facilities will be provided in the Rally Guide. The washing of cars in commercial car washes along the route is acceptable.
- 6.5 Refuelling is only permitted in the event-designated Refuel Zones **or from pumps at service stations along the route. This applies from the Start.** Conditions of refuelling are:
- (i) Up to two Service Crew members per competing vehicle will be permitted into the refuel zone. Accreditation for both crew members must be displayed at all times.
- (ii) Road side refuelling is not permitted at any time. **All refuelling must occur on approved Service Station forecourts.**
- (iii) Electric fuel pumps must comply with the relevant Standards Australia standard for pumping the specific fuels.
- (iv) Fuel shall be stored in the refuel zone during the operation of the Service Park.
- (v) Decanting of fuel between containers may only be done in a refuel zone or bunded storage area.
- (vi) Any action inside a refuel zone not directly involved in the refuelling of the competing vehicle is prohibited.
- (vii) In all refuel zones, a 5km/h speed limit applies.
- (viii) The Organisers strongly recommend either refuelling from service station pumps or a closed hand pump system. The responsibility for refuelling is incumbent on the crew alone and must be done in a manner which ensures that no fuel is spilt.
- (ix) Engines must be switched off throughout the refuelling operation.
- (x) It is recommended that the crew remain outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened and door open.
- (xi) The Organisers recommend that all Service Personnel wear neck to wrist to ankle fire resistant clothing, balaclava and fire-resistant gloves, all to an appropriate standard, during refuelling.
- (xii) It is also recommended that an anti-static/grounding strap be connected between any fuel containers and the vehicle being refuelled.
- (xiii) In the event of a breakdown, the car concerned may be pushed out of the refuel zone by the crew members, officials and team members without incurring any penalty. An external battery may be used immediately before the exit of the refuel zone away from any refuelling activities.
- (xiv) Any breaches of the refuel regulations will be reported to the Stewards of the Meeting for consideration of a penalty of up to 30 seconds per offence**
- 6.5.1 A Supplementary Refuel may be located along the Route. Specific details of these locations will be provided in the Road Book and Rally Guide. One Service Vehicle and up to two Service Crew members per competing vehicle will be permitted into this area. Accreditation for the service vehicle must be displayed at all times.

- 6.6 Competing crews will be penalised for the misconduct of their service crews. Any observed misconduct of a service crew will be reported to the Stewards for consideration of penalties up to and including exclusion.
- 6.7 Competitors are reminded of bush fire dangers and the civil penalty for throwing lighted matches cigarettes etc. from vehicles, and for continuing with a faulty exhaust system.

ARTICLE 7 – CREW BRIEFING

- 7.1 A compulsory briefing must be attended by all crews (Challenge, Competition, Category S & All Tour Categories). The briefing is mandatory for both crew members, who shall sign the briefing attendance register prior to the commencement of the briefing and be present for its entirety. See Event Programme for time and location. **TBA**
- 7.2 Tour competitors who are unable to make the briefing are to notify the Event Organisers and another time and location will be provided.
- 7.2 A fine of \$110 per crew member may be levied at the discretion of the Stewards of the Meeting for not attending any scheduled briefing as required by the Organisers and the crew member will be required to attend a separate briefing at a time prescribed by the Clerk of the Course.

ARTICLE 8 – RECONNAISSANCE

- 8.1 Reconnaissance of the course will be permitted from the date of issue of the Reconnaissance Notes and will be based on designated markings on the road delineating each stage. In the interest of community relations, Reconnaissance is restricted to two passes this is to be self-regulated.
- 8.2 The use of Competition Rally Cars with event signage affixed for reconnaissance is not encouraged.
- Reconnaissance must be conducted within the designated speed limits and respecting all other traffic laws. Crews are 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 speed limits imposed and keeping to the left).
- During reconnaissance, roads **WILL NOT** be closed, and crews are advised that they **DO NOT** have priority over other road users. Members of the public will also be using these roads and will be travelling in opposing directions.
- 8.4 The speed of vehicles used during reconnaissance may be monitored by Officials and by SA Police using speed detection equipment and who will also act as Observers in relation to other traffic offences, including dangerous driving. Traffic infringements issued by SA Police may be referred to the Stewards of the Meeting for consideration of further penalties up to exclusion.
- The carrying of radar/laser detectors in the vehicle during reconnaissance is prohibited.
- 8.5 Any violation 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 and being charged by the Organisers under CAMS NCR 183(i)(c) for an act prejudicial to motorsport.
- 8.7 Any person associated with any entered team found to be in breach of any of the reconnaissance regulations, or who acts in such a manner as to bring the rally into disrepute shall be subject to a substantial monetary fine, as listed in the front of the Road Book. In addition, other penalties may be imposed, including refusal to allow the crew concerned to start the Event.

ARTICLE 9 – MAPS

- 9.1 A Rally Event Map will be supplied with the Rally Box.

ARTICLE 10 – ODOMETER CHECK

- 10.1 Location of Odometer Checks will be nominated in the Rally Guide.

DOCUMENTATION & SCRUTINY**ARTICLE 11 – DOCUMENTATION AND SCRUTINY**

- 11.1 Crews are required to present current versions of the following items at Documentation: (unless lodged with entry form)
- CAMS Pass Book/Competition licences (Competitor (entrant), Driver and Co-Driver)
 - Civil driving licences for both crew members (not required for the Co-Driver if he/she holds a Navigator only licence and will not be driving)
 - CAMS-affiliated car club memberships (Driver and Co-Driver)
 - CAMS vehicle log book (Competition Category cars only)
 - Vehicle licence/permit/registration papers, including proof of licence payment
 - Authority to Enter Vehicle Letter (if required)
 - Third Party insurance extension (Queensland registered cars).
- 11.2 Documentation will be available at the Rally Office during opening times and must be completed prior to presentation of that vehicle for scrutiny:

Adelaide Showgrounds- Location TBC

Team Managers may represent crews at Documentation

Documentation will also be carried out at Rally Box pick up, and at the various briefings

- 11.3 Road Books, Service Instructions, Door Panels and other event stickers will be sent to the competitors nominated address in the Rally Box two weeks prior to the Event. The Rally Box may also be picked up by arrangement
- 11.4 Vehicles must be presented for scrutiny at:
- For all entrants (Arts 105 & 203.7.2) in Adelaide Rally or Adelaide Showgrounds as follows:
- TBA
- Pre Scrutineering will only involve cars and crew apparel. Tyre marking and documentation will only happen on Wednesday 4th December at Adelaide Showgrounds.
- An attendance schedule will be published and distributed prior to the day.
- Vehicles must present for scrutiny according to a schedule to be published in a Bulletin.
- 11.5 Final Scrutineering will take place on Wednesday 4th December at Adelaide Showgrounds, location TBA. Service vehicles may enter Adelaide Showgrounds for unloading all rally vehicles (Wednesday only).
- Crews must email Alan Pickstock, Chief Scrutineer alan.pickstock@bigpond.com before taking up this offer, stating preferred venue and time.
- 11.6 Following the podium finish those vehicles selected for Post-Event Scrutiny, plus any others nominated by the Stewards of the Meeting, will proceed to the Post-Event Scrutiny location to be advised
- 11.7 The remaining vehicles may leave the finish 30 minutes after the last car in their competition (Challenge or Competition) reaches the final control.
- 11.8 Competitors are advised that any in-car video or moving film cameras must be installed in the vehicle prior to scrutineering so that the camera and its mounting can be inspected.
- 11.9 All competitors must make provision in their competition vehicle for the RallySafe tracking system. Installation instructions will be available on www.rallysafe.com.au and in the Rally Guide.
- All competitors must have a RallySafe wiring loom, antenna and mounting kit. These items can be purchased directly from the RallySafe website www.rallysafe.com.au.
- The correct functioning and installation of the equipment will be checked prior to departing for the Ceremonial Start.
- Should a competitor retire, they must return the tracking unit to the RallySafe officials in the Service Park as soon as possible. The tracking units will be removed from the rally cars at the final Parc Fermé. Competitors are required to assist with this process.
- 11.10 All competitors must have their vehicle inspected by an Event Scrutineer before re-joining (see SR Article 14.1 and NRC SSR 8). If a vehicle has been involved in an accident it must be inspected by an Event Scrutineer before being removed from the event. There will be a scrutineer at the end of most stages or call Rally Secretary for details.

RUNNING OF THE RALLY

ARTICLE 12 – PROLOGUE

- 12.1 There will be no Prologue. Times for SS1 will not be included in the Results.

ARTICLE 13 – RUNNING OF THE RALLY

- 13.1 **Ceremonial Start for Competition vehicles (Competition, Challenge, Category S) only:** The Organisers will locate an assembly area at **Adelaide Showgrounds**. Ceremonial Start is TBA. It is the crews' responsibility to ensure that their vehicle departs on time
- 13.2 Once the Event has started, all competing vehicles must be driven.
- 13.3 The rally start Location and Time will be shown in the Event Programme.
- 13.4 The start order for the rally will be at the Clerk of the Course's discretion and will be based on previous performance. For Legs 2,3,4 the Tour crews will start first, followed by the Spirit Tour, Competition and Category S, with the slowest vehicle starting first.
- 13.5 The Re-Start Order for each subsequent Leg will be posted on the Official Notice Board at 2100hrs on the preceding day. The start order will be based on the performance of previous Leg/s at the Clerk of the Course's discretion.
- 13.6 The first car will finish the rally at **East Terrace , Adelaide** at approximately **4:30pm** on **Saturday 7th December** with Podium Finish starting at approximately **5:30pm**.
- 13.7 **Start Intervals – Challenge, Category S & Competition Category** cars will start each Special Stage at 30 second intervals. For the duration of the Rally there will be an appropriate gap allocated after the Challenge Crews to maintain a safe gap to the Competition Crews. Tour participants will start at approximately 5 second intervals.
- 13.9 **Overtaking**

The signal advising the need to overtake will be the sounding of the vehicle horn and/or the flashing of headlamps and/or Rallysafe "Push to Pass" function.

The vehicle being overtaken, must give way. Should a driver indicate to overtake, the driver being overtaken MUST turn on their left side indicator and must allow the overtaking vehicle to pass immediately by slowing and moving to the left side of the roadway and, if necessary, stopping. The failure of the yielding vehicle to put on the left side indicator will not be deemed a reason to prevent overtaking and the overtaking vehicle DOES NOT need to wait for it to be turned on to overtake; it is merely an additional indication to the overtaking vehicle that the vehicle being overtaken has acknowledged that they are aware of their intention to overtake. The overtaking vehicle must only pass on the right side of the overtaken vehicle.

Failure to Permit Overtaking

Should the driver of a vehicle being overtaken hinder the overtaking vehicle at all and the overtaking driver reports such a breach to the organisers, the organisers will view any evidence provided and the Clerk of the Course will impose the following penalty:

- First offence for failure to permit overtaking 2-minute penalty
- Second and each subsequent offence for failure to permit overtaking \$500 and 5-minute penalty

Overtaking complaints must include video evidence and be lodged with a Competitor Relations Officer at event headquarters within 30 minutes of the claimant's actual time of booking in at the end of the leg. If a competitor is found guilty of hindering an overtaking vehicle and penalised as above, the overtaking competitor may be awarded a compassionate time allowance as determined by the Clerk of the Course. The allocated fine must be paid before the start of the next leg. Failure to do so will result in the competitor not being allowed to restart until the fine has been paid.

- 13.10 **Headlights** must be illuminated on all Special Stages.

13.11 Oil Spills

13.11.1 Oil Absorbent Material

Competitors in Challenge, Competition and Category S are required to carry in the rally car a 1kg bag of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil absorbent material. An oil spill kit is not required for the Prima or Main Tours but is highly recommended.

13.11.2 Damaged Motor Resulting in an Oil Leak

If a competitor damages a motor resulting in an oil leak, they must immediately pull off the driving line and stop as soon as safe to do so. Caution triangles are then to be shown 50m before the oil spillage. They are then to spread the oil absorbent material where the bulk of the leaked oil has been deposited. Crews are to do this in a safe manner, with one member warning the other of oncoming cars and showing the OK board.

ARTICLE 14 – RETIREMENT AND RE-JOINING RALLY

- 14.1 Crews who withdraw from the rally must email ivar@rallysa.com.au with a – “Notification of Withdrawal from Rally, written advice” – or submit it to a Competitor Relations Officer, Sweep Vehicle or a Control Official. They are to complete the written advice indicating if they are withdrawing from the Event altogether or if they will be re-joining.

Any car unable to continue to follow the route for any reason will be able to re-join the Event at a subsequent Service Out or Regroup Out Control provide the following conditions are met:

- (a) the crew advise a CRO of their intention to re-join the event;
- (b) the vehicle is inspected by a Scrutineer who subsequently authorises the vehicle to re-join, and
- (c) the vehicle re-joins prior to the passage of the Sweep Vehicle.

Where possible crews will restart in the position on the road in which they were placed at the start of the stage which they failed to finish.

For any stage missed, a crew will be allocated a time equal to the slowest time on the stage plus 30 second

Crews may re-join at the final control providing that the vehicle is under its own power and that normal control procedures are followed.

Crews missing one or more special stages or who fail to complete one or more road sections will be classified behind those crews who have completed the entire course and then in order of the number of stages completed and the lowest total times within each group of crews completing the same number of stages.

To be classified, the re-joining crew must have completed at least 50% of the competitive distance of the relevant competition.

- 14.2 Special Stages will be closed when the Fast Sweep (Car 999) enters the stage. Any crew who arrives at a Special Stage Time Control within their Late Time Limit but after the stage has ‘closed’ are to book into the Time Control if possible and then to drive the stage abiding by all applicable road regulations or, if this is not practicable, they must go directly to the next possible Time Control. An allocated time considered by the Stewards of the Meeting to be the fairest may be given to the crew for the missed stages. Crews are to enter their own start and finish times on the Time Card.

Multiple instances may be referred to the Stewards for consideration of other penalties.

- 14.3 Any crew who stops on a Special Stage and is passed by the Fast Sweep (Car 999) is deemed to have withdrawn from that stage. If they re-join the stage they are to drive the stage abiding by all applicable road regulations.

If their re-join is deemed to be within their Late Time Limit they may be allocated a time for that stage by the Stewards of the Meeting otherwise it will be treated as a missed stage.

- 14.4 Any competitor who withdraws from a Leg and fails to notify a Competitor Relations Officer, Sweep Vehicle or a Control Official by **2000hrs** of their intent to re-join will not be included in the Start Order for the following Leg.

ARTICLE 15 – CHICANES, RESTRICTED SPEED ZONE, VIRTUAL CHICANE AND COURSE MARKERS

- 15.1 During the running of the event, cutting of the course, including corners, is prohibited and any instances will be reported to the Stewards and a penalty may be applied which may go as far as exclusion from the results. Refer NCR Art 183 (i)(l).

Cutting is defined as having any wheels off the formed road during any special stage

To prevent ‘cutting’ of corners by competitors and gravel subsequently being thrown across the road surface, Course Markers will comprise of either large **Orange Bollards** or **‘Witches Hats’**, which may be placed on the gravel edge of the tarmac, or any road marker (i.e. white post) placed by a Statutory Authority or the Organisers. Drivers should drive accordingly i.e. not plan to cut any corner. In addition to the penalties in SR Article 15.1 competitors will be penalised 5 seconds for each offence in which they are deemed to have cut a corner.

Competitors are also reminded that under NRC SSR Article 2.1(a) the penalty for deviating from the course may be up to exclusion, see below.

(xi) In special stage rallies all crews will receive a road book containing a detailed description of the compulsory route which has to be followed. Any deviation from this route will be reported to the Stewards of the Meeting who may impose a penalty up to exclusion. Crews must keep exactly to the route set out in the Road Book, without leaving the defined road or service park unless the Stewards of the Meeting decide there is a case for force majeure.

15.3 Virtual Chicane (also known as Restricted speed points or zones)

There will be several Virtual Chicanes. These are points where you will be required to slow down below 40km/h in a 200m virtual box starting from the point marked on the course with a designated 'RSP' board.

The following rules will apply:

- The RallySafe system will be used to determine the speed of the vehicle.
- On approaching the Point, there will be the 300m, 200m, and 100m warning boards. At the RSP Point there will be a Board with RSP 40 on both sides of the road. Between this point and the next 200m you will need to decrease your speed to 40 or below.
- The RallySafe System will show the distance to the end of the Zone
- Overtaking is not permissible within the Restricted Speed Zone. Penalty 30 seconds.
- Vehicles must not impede another Driver.
- As soon as this has been achieved, RallySafe will go Green and you can then accelerate back to competition speed.

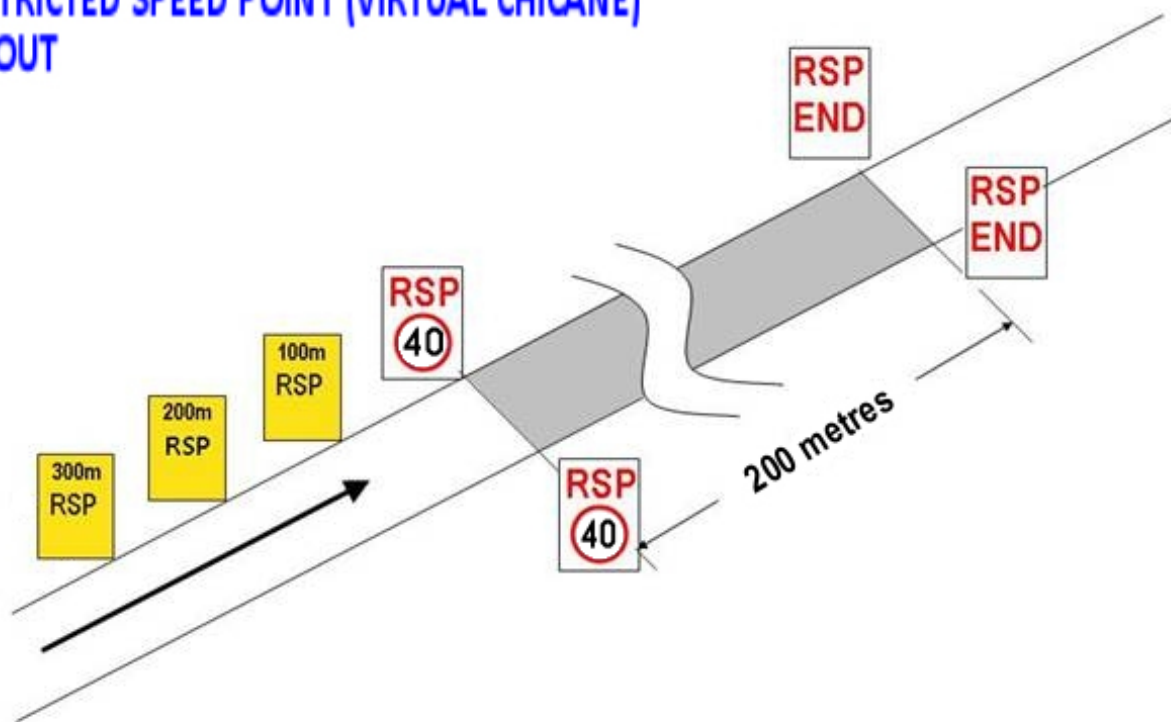
The following penalties will apply for actions within a Restricted Speed Points:

- Reported lowest displayed speed exceeding 40km/h but not exceeding 45km/h –a penalty of 5 seconds.
- Reported lowest displayed speed exceeding 45km/h but not exceeding 60km/h –a penalty of 15 seconds.
- Reported lowest displayed speed exceeding 60km/h a penalty of 60 seconds.

Chicane observers will be deemed to be judges of fact over all activities relating to their location.

The Stewards shall determine such other penalties as may be deemed fit, in addition to the minimum mandatory penalties outlined above.

RESTRICTED SPEED POINT (VIRTUAL CHICANE) LAYOUT



ARTICLE 16 – CONTROLS AND PARC FERMÉ

- 16.1 **Entry into Time Control and Start Control:** The Official Rally Time will be displayed on the Competitors RallySafe Unit. Early or late arrival at a Time Control will not involve a time penalty. However, late time will accrue at the rate of 1 second for each second of time taken more than the time allowed. Late time cannot be regained by early arrival at any time control.

Crews who arrive early at a Time Control may be held by the Control Official to start in the order of the published Start List for that Leg.

Crews will be “booked in” when they drive past the Yellow Clock Board into the Control Area. Co-Drivers are NOT to walk into the Control area. Both Driver and Co-Driver must be in the car with helmets on, driving suits done up, belts on and ready to rally.

The Time Card is to be handed to the Official who will come to you and record your Arrival Time.

On moving to the Start Control the Timekeeper will allocate you a Start Time and your attention should then be directed to the RallySafe Clock.

- 16.2 **Special Stage Starts:** The RallySafe Unit will give crews a countdown to their start time for that stage. The RallySafe Unit will record if there was a jump start. The breaking of the beam prior to the start signal shall also be deemed to be a jump start.

Should the electronic starting system fail, the start will be given manually by the officials.

- 16.3 **Service Crews** may not park within 100m of a Special Stage Control and may not walk into the boundaries of the Control.

RUNNING OF THE RALLY – PRIMA TOUR, MAIN TOUR & SPIRIT TOURS**16.4 OVERVIEW****Prima Tour**

A restricted field of up to 80 vehicles will be invited to participate in the Prima Tour as part of leg 2 of the Shannons Adelaide Rally. The Prima Tour will be an event within an event with its own identity and branding. It will be a great experience with participants enjoying the freedom of driving on several closed roads

The Prima Tour is not a race or competitive rally, it is a relaxed and at times spirited drive and social opportunity for participants to enjoy with their wife, husband, partner, or best friend.

These cars and crews will run over up to 5 of the same Special Stages as the rest of the rally field.

The cars will run over the closed road Special Stages at a controlled speed of 80kph or Signposted Limits (whichever is higher) with official cars located front and rear (Leader and Follower) of the Prima Tour vehicles.

Main Tour

A restricted field of up to 250 vehicles will be invited to participate in the Main Tour over Legs 2, 3 and 4 of the Shannons Adelaide Rally. The Main Tour will incorporate all manufacturer tour groups such as BMW, Audi, Ferrari etc. It will be a great experience with participants enjoying the freedom of driving on many closed roads.

The Main Tour is not a race or competitive rally, it is a spirited drive and social opportunity for participants to enjoy with their wife, husband, partner, or best friend.

These cars and crews will run over all of Legs 2, 3 and 4 Special Stages as the rest of the rally field.

Main Tour cars will be broken up into packets of vehicles with a Tour Leader and Follower controlling the packets speed and location in the field.

The Main tour will traverse closed road stages at a speed of 80kph or signposted limits (whichever is higher).

Spirit Tour

Vehicles will be invited to participate in the Spirit Tour over Legs 2, 3 and 4 of the Shannons Adelaide Rally. The Spirit Tour has increased levels of safety apparel to match the elevated speeds of up to 120kph on closed roads and up to 180kph on circuit activities. Participants enjoy very spirited driving on closed roads

The Spirit Tour is not a race or competitive rally, it is a very spirited drive and social opportunity for participants to enjoy with their wife, husband, partner, or best friend.

These cars and crews will run over all of Legs 2, 3 and 4 Special Stages as the rest of the rally field.

Participants in the Spirit Tour deemed to be driving in a manner dangerous or found to be measuring and comparing times and otherwise not participating in the spirit of the category shall be removed from the category and placed in the Main Tour or Excluded from the event.

Spirit Tour cars are limited to 120kph on closed road activities, speeds will be monitored by Rallysafe. Participants exceeding 120kph will be referred to the Clerk of Course with a penalty to be enforced up to exclusion from the event.

16.4.1 Road Books/Event Map

Road books/Event Map which provide comprehensive details of the course will be issued to crews.

16.4.2 Course

Crews are required to follow the course in packets of up to 20 vehicles, led by an organiser approved tour leader.

16.4.3 Start Order

A list of packets and packet order will be placed on the Online Official Notice Board. Packets and packet orders may be adjusted after each Leg. The Tour Coordinator may change the order of a packet at any time. The Start Location for the Tour groups will be from Adelaide Showgrounds. Crews are required to report to the Start Location, 20 minutes prior to the Departure Time. Late arrival may mean missing the Leg.

16.4.4 Stages**At start of stages:**

Participants are to queue behind the Tour Packet Leader vehicle on the side of the road (not in the middle) as directed. The Packet Leader vehicle will give two minutes warning before departure and participants are then required to be in their vehicles, with seat belts done up. If a vehicle is not ready to start in its proper order, it may be directed to pull to the side of the road and miss touring through the stage. No departure time will be recorded, and no time card issued. Failure to move forward in convoy when instructed to do so will be reported to the Clerk of the Course, which may impose a penalty, including exclusion from the Tour.

Through Stages:

Participants are to follow the Tour Packet Leader car through the stage in convoy and normal safe driving practices are to be adopted always. Speed will be limited to that set by the Tour Leader as per 16.7 irrespective of the road being closed to public traffic. **Participants are not permitted to 'drop back' and then accelerate at high speed.** Observers, who will be Judges of Fact, will be located around the course to make judgments on the following:

- Participants not maintaining formation
- Sliding or drifting
- Locked wheels while braking
- Driving off the edges of the sealed surface
- Body damage
- Travelling along a stage in the wrong direction

Violations will be reported to the Clerk of the Course and the following action taken:

- First offence: participant required to appear before the Clerk of the Course, who will consider the nature of the infringement and apply a penalty as deemed appropriate
- Second offence: denied permission to continue in the Tour
- Travelling along a stage in the wrong direction will lead to exclusion from the event

16.4.5 Stage Stop

At the finish of stages, participants must slow down and be prepared to stop, and then continue to follow the Tour Leader vehicle into the next Liaison Stage. No arrival time is recorded.

16.4.6 Overtaking

Overtaking is NOT permitted unless a vehicle in front has mechanical problems and has slowed down perceptibly and a clear signal is given by the overtaken driver.

SCORING, PENALTIES AND RESULTS**ARTICLE 17 – SCORING PENALTIES**

17.1^(except Tour) Results will be determined by the application of time taken on the special stages plus any penalties, if any, for each competing crew. Total time for all crews will be expressed in hours, minutes and seconds.

17.1.1^(except Tour) **RallySafe Timing**

The RallySafe Timing System will be used. <http://rallysafe.com.au/about/>

17.1.2^(except Tour) **Special Stage 1**

The Stage Time for SS1 will NOT be included in the Results to allow crews to acclimatise to their car.

17.2^(except Tour) **Time Penalties**

As per NRC SSR except as provided for in Article 16.1

17.3^(except Tour) **Missed Stages**

For any stage missed, except as provided for in Article 14.2 and 14.3, a crew will be allocated a time equal to the slowest time on that stage by a vehicle of the same category plus 10 seconds.

17.4 **Speeding during the Rally (Liaison Sections)**

Crews are reminded that under the NRC SSR Article 9.1 (k) & (l) the following penalties will apply for speeding during the rally.

(1) For offences up to 30km/h above the relevant liaison speed limit (NRCEG 4.2b) –

- First offence: \$200 fine.
- Second offence: \$500 plus five minutes penalty.
- Third offence: exclusion.

(2) For offences greater than 30km/h above the relevant liaison speed limit (NRCEG 4.2b) -

- First offence: \$200 fine plus five minutes penalty.
- Second offence: exclusion.

Detection of speed limits may be through notification from the Police or RallySafe Reports.

The number of offences means the number detected during the event, irrespective of speed

17.5 **Maximum Speed Limits**

For reasons of safety, a maximum speed of **120km/h** applies for **Spirit Tour** and **130km/h** for **Challenge Category Competitors when on closed road stages. 180km/h applies for all Category S entrants when on closed road stages.**

All cars will be fitted with a RallySafe Tracking System. The RallySafe Tracking System actively monitors the speed of the vehicle and displays an alarm if limits have been exceeded. All data obtained from the RallySafe Tracking System will be used to monitor maximum speeds.

Whilst the hire of the RallySafe Tracking System Unit is included in the Entry Fee, each vehicle will require a power cable, aerial and mounting kit to be installed prior to the event. These items can be purchased directly on the RallySafe website: www.rallysafe.com.au The power cable must be fitted to a permanent power source. The installation of this device will be checked at scrutiny. Any misuse of the equipment will result in the competitor being reported to the Stewards of the Meeting who may impose penalties that may go as far as exclusion.

17.5.1 **Maximum Speed Limit Penalties – (Challenge)**

The RallySafe SPEED LIMITED REAL TIME ADVANTAGE PENALTY SYSTEM <http://rallysafe.com.au/rallysafe-speeding-calculator/> will be used to calculate time penalties for Speeding.

The aim of the system is to provide a scaling penalty that always punishes a breaching car, while at the same time not unduly punishing competitors who break out of their speed limit for a fraction of speed/time.

The algorithm devised uses the data currently collecting from the RallySafe unit in the car and is provided to Adelaide Rally timing and judging team in real-time, for efficient results gathering.

Participants exceeding 130kph repeatedly or excessively will be referred to the Clerk of Course with a penalty to be enforced up to exclusion from the event.

1st Offence: up to 10 kph above the speed limit - 5 second penalty

: over 10 kph above the speed limit - 15 second penalty

2nd Offence: up to 20 kph above the speed limit - 20 second penalty

: over 20 kph above the speed limit 30 second penalty

3rd Offence or exceed speed limit by over 30kph on any one occasion: Exclusion.

None of the above shall preclude the Organisers placing a charge before the Stewards of the Meeting if the circumstances warrant this action.

NOTE: fines must be paid prior to the commencement of competition on the day following the issue of the Fine Notice and, in default, the entrant will not be permitted to re-start.

17.5.2 Maximum Speed Limit Penalties – (Spirit Tour)

Speed will be restricted to 120kmh

Crews reported exceeding 120km/h for more than 10 seconds OR exceeding 135km/h a formal verbal warning to the crew. Repeated offenders exceeding 120km/h for more than 10 seconds or exceeding 130km/h may be excluded from stages or the event at the discretion of the Clerk of Course.

2nd Offence: up to 10 kph above the speed limit - \$100

: over 10 kph above the speed limit - \$200

3rd Offence: up to 20 kph above the speed limit - \$300

: over 20 kph above the speed limit - \$400

3rd Offence or exceed speed limit by over 30kph on any one occasion: Exclusion.

None of the above shall preclude the Organisers placing a charge before the Stewards of the Meeting if the circumstances warrant this action.

NOTE: fines must be paid prior to the commencement of competition on the day following the issue of the Fine Notice and, in default, the entrant will not be permitted to re-start.

None of the above shall preclude the Organisers placing a charge before the Stewards of the Meeting if the circumstances warrant this action.

17.6(except Tour) Allocated Time

Further to SR Articles 14.2, 14.3 and 17.3, crews will be allocated a time if they are required to Stop and render assistance to a competitor or if they are required to slow for the replacement of cones/bollards as per 15.2

Crews will not be allocated a time if they are slowed or slightly delayed by another competitor.

17.7(except Tour) Parc Fermé

Provisions of NRC SSR Article 6 Parc Fermé apply, and will be enforced.

ARTICLE 18 – RESULTS (EXCEPT TOUR CATEGORIES AND CATEGORY S)

- 18.1 Progressive Unofficial Results will be available Online during the running of the Event.
- 18.2 Unofficial Results at the end of each Leg will be posted on the Online Official Notice Board
- 18.3 Provisional Results will be published at the end of the Event on the Online Official Notice Board as per the Event Programme.
- 18.4 The Provisional Results will become Final **30 minutes** after posting subject to no Protests.

ARTICLE 19 – INSURANCE

Although CAMS Licence holders are covered by CAMS personal accident insurance, all crew members are encouraged to have their own personal health insurance and be a current member of an appropriate ambulance service.

The CAMS certificate of insurance under the heading “Compensation” sub-heading “Non-Medicare Medical Expenses” reads: “Excludes services for which the insured is eligible to receive Medicare benefits. No benefit is payable in respect of the Medicare gap between the payment by Medicare and the charge incurred”.

Crews involved in accidents resulting in property damage (including fences) are advised that they will be required to pay up to the first \$10,000 of any claim to rectify such property damage. Crews agree to this excess by entering the event. Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the Event.

Crews also agree to pay for any damage they inflict on fences and other structures upon written demand from the organisers. Failure to pay will be reported to the Stewards and a penalty may be applied – up to exclusion from this and future events.

ARTICLE 20 – EMERGENCY PROCEDURES/YELLOW FLAGS/RALLYSAFE

Crews should refer to the page in the front of the Road Book that details the action that must be taken in the event of an accident, stopped vehicle on a Special Stage or if yellow flags are displayed on the course. Failure to adhere to these requirements will be reported to the Stewards of the Meeting for consideration of exclusion or other penalty.

In the instance where a vehicle has stopped on a competitive section, a requirement of the competing crew is to prominently display 2 reflective triangles so that the following competing Crews receive adequate warning of any danger ahead.

Accident advisory signs, SOS (Red) or OK (Green) must be displayed to all subsequent vehicles. The SOS and OK Board will be supplied by the Organisers.

Crews should refer to RallySafe Training Video at www.rallysafe.com.au/2013/02/competitors that details the action that must be taken in the event of an accident, stopped vehicle on a Special Stage. Failure to adhere to these requirements will be reported to the Stewards of the Meeting for consideration of exclusion or other penalty.

ARTICLE 21 – ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty or penalties for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

ARTICLE 22 – COPYRIGHT**22.1 Video and Film**

It is a condition of entry that vision taken by competitors from competing vehicles using in-car video or moving film cameras may only be used for private purposes.

Any commercial arrangements made by the Entrants and crew members for the sale of film, video footage or photographs of the Event, or the viewing of such in a public place, must be approved in writing by the Organisers. Entrants and crew members are advised to contact the Organisers prior to making commitments for any such commercial arrangement. Failure to observe this regulation may lead to legal action by the Organisers for a breach of copyright.

Further to this, any such vision shall be made available to the event Organisers, on request at no charge, who shall be able to use such video, film and moving images for any purpose whatsoever without any payment or encumbrance. The competitor also notes that it is a mandatory requirement to accept the fitting of an in-car dashboard-mounted event sponsor decal for the duration of the Event.

22.2 On-board Camera

The organisers reserve the right to fit an in-car camera to any competitor vehicles at their sole discretion. In the event that a camera is fitted by the Organisers or the competitor, the competitor also notes that it is a mandatory requirement to accept the fitting of an in-car dashboard mounted-event sponsor decal for the duration of the camera installation.

22.3 Advertising and Promotion

Through entering the Event, all competitors and crew members agree to the Organiser using their names, personal photographs and photographs of their vehicles in any promotional material prepared and issued by the Organiser.

All advertising, sales promotion and publicity material produced by Entrants, crew members or their agents must refer prominently to the correct title of the Event where this is appropriate. The correct title is '2019 Shannons Adelaide Rally'. By entering the Event, all Entrants and crew members specifically agree to abide by this regulation. Where used, the official Event logo and associated words must be used and approval for such use provided by the Organisers. Artwork is available from the Organisers.

ARTICLE 23 – PROTESTS

Protests, if any, must be lodged in accordance with Part XII of the NCR. Protests relating to the due and proper compilation, assessment or publication of results of a competition shall be lodged within 30 minutes of their being placed on the Official Notice Board.

ARTICLE 24 – POSTPONEMENT, ABANDONMENT OR CANCELLATION

The event may be abandoned, postponed or cancelled for reasons of force majeure in accordance with NCR 59.

ARTICLE 25 – PRIZES, TROPHIES AND AWARDS**Competition Category (Modern)**

1 st	Trophies
2 nd	Trophies
3 rd	Trophies

Competition Category (Classic)

1 st	Trophies
2 nd	Trophies
3 rd	Trophies

Challenge Category (Modern)

1 st	Trophies
2 nd	Trophies
3 rd	Trophies

Challenge Category (Classic)

1 st	Trophies
2 nd	Trophies
3 rd	Trophies

Team Awards

1 st Team	Trophies
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Heritage Trophy (Handicap within Classic Competition)

1 st	Trophies
2 nd	Trophies
3 rd	Trophies

- The Organisers reserve the right to:
 - combine classes of similar Technical Regulations and Capacity.
 - add to the awards up to the start of the Event.
- Competitors recognise that there is no overall Outright Award and they are not to advertise or promote that they are the Outright winners.
- To be eligible for the Team Awards competitors must nominate a team of three vehicles using the form available from the website. Vehicles in each team must be from either Modern or Classic Competition and may be a combination of both. Latest time for Nomination of Teams is Wednesday 28th November 1pm via email to ivar@rallysa.com.au

The winning teams for each Category will be determined by adding together the total time of all three crews including any penalty time of each crew.

Heritage Trophy - Results will be determined by taking actual stage times for each vehicle and applying a time penalty to each stage time.

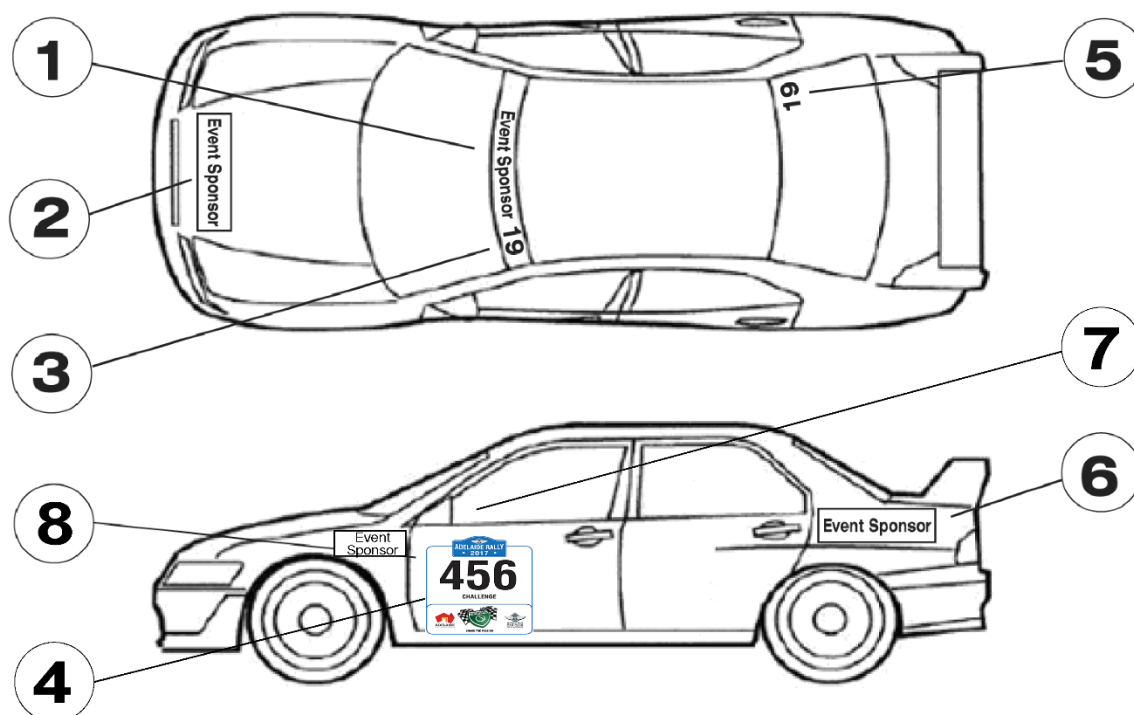
The Penalty time is determined by firstly determining a penalty factor for each competing vehicle and then multiplying it by the number of Kms per stage.

The Penalty Factor is determined by dividing the actual engine capacity measured in cc's in the competing vehicle by the amount in Kilograms of the STANDARD unmodified version of the vehicle type, model and variant.

For example a Ford XY GT Falcon would have a Penalty Factor of $5763 / 1524 = 3.78$ a Hillman Imp would have a Penalty Factor of $998 / 725 = 1.37$.

The Penalty factor is multiplied by the number of kilometres in each stage to determine the penalty time to be added to the stage time.

Using the examples above when applied to a 5.2km stage the Falcon would have a 19.65 second penalty applied and the Hillman Imp a 7.12 penalty applied thus delivering an advantage to the Hillman Imp.

APPENDIX I – VEHICLE SIGNAGE DIAGRAM

Area 1: 10 cm H x Windscreen strip W – **Shannons Insurance**

Area 2: 15 cm H x 50 cm W – **Adelaide Rally Bonnet Decal**

Area 3: 12 cm H x 10 cm W - Competition Number on the top left hand corner on the front windscreen

Area 4: 45 cm H x 50 cm W - Door Plate, Competition number and Sponsor logos

Area 5: Unused

Area 6: 15 cm H x 50 cm W - **TBA**

Area 7: 5 cm H x 21 cm W - **Shannons Adelaide Rally** (dashboard for on board cameras)

Area 8: 15 cm H x 50 cm W – **TBA**

NOTE: All Event supplied stickers MUST be affixed (without modification) to the vehicle according to these location instructions. Refer to section 4.8 for penalties. Should you have any difficulties in applying these stickers as outlined here on your vehicle, please consult the Event Director prior to scrutiny.

APPENDIX II - RALLYSAFE

With the integration of the RallySafe system into Australian Tarmac rallying, it is very important that all competitors comply with some very simple conditions and instructions, these same conditions and instructions are in use in many varied overseas and national events and allow the system to work efficiently and provide the best protection and ease of use for the competitors and event organisers.

Teams must make provision in their competition vehicle for the RallySafe tracking system prior to every event. Installation instructions and specifications are available on www.rallysafe.com.au/resources and a new competitor Training Video showing all aspects of the system can be found here, <http://rallysafe.com.au/2013/02/competitors/>

RallySafe Installation Kits (incl antenna, rollcage or diamond mount & power wiring loom) MUST be purchased from RallySafe, with two weeks lead time for postage and handling, directly from the RallySafe online store – <http://rallysafe.com.au/shop/>. Options for different installation types or cable lengths are available.

Correct installation of the fitting kit including wiring polarity and permanent power connection will be checked at scrutineering. Any incorrectly installed kits will result in failure to pass scrutineering and will result in a Re-present at a later date.

Please Note: It is mandatory that the RallySafe unit be wired directly to a constant 12V feed, either the battery or the battery side of the isolator switch as per the RallySafe fitting instructions; connection to an accessories feed or cigarette lighter is not acceptable. It is up to the competitor to fuse this supply with a 5 amp fuse if they choose. The unit has its own internal circuit protection.

The RallySafe units will be available for collection from the RallySafe table at Crew Briefing Session. RallySafe unit user guide/installation instructions will be provided with the unit handout.

RallySafe has substantial benefits for both competitors and organisers including:

- Real time tracking via GPS / Satellite transmission.
- In-car hazard notifications including 'SOS' capability.
- Timing (using light beams) aligned with in-car communication system.
- Ability to view progress of any car via internet and Google Maps.
- 'Push to Pass' capability.

Should a competitor experience a problem with their RallySafe unit during the event, they should notify an event official at the next control of the problem, and ensure they speak to a RallySafe representative at the next available service break to have any issues rectified.

Any attempt to tamper with the unit will result in a message transmitted to race control as well as logged internally to the unit; and will be dealt with appropriately by event officials.

Should a competitor retire from the event, they must return the tracking unit to the RallySafe team (only return to a RallySafe representative or CRO) in the Service Park or as soon as practical.

It is the competitors' responsibility to return the RallySafe unit. Failure to do so will result in the competitor being liable for the cost of the unit. If due to medical or situational reasons this is not possible, a CRO must be notified prior to 8.00pm on the night of event completion so an alternative can be arranged.

Please Note: RallySafe offer a damage waiver fee which covers the unit for fire and/or damage for \$15+GST per event, or an annual fee for multiple events of \$50+GST. The loss or theft of unit will not be covered and the damaged unit must be presented to avoid a cost. The damage waiver fee must be purchased on line at <http://rallysafe.com.au/shop/damage-waiver> prior to the nominated event/events.

For information on the RallySafe System can be seen in these videos:

<http://www.youtube.com/watch?v=e3ywEZqdgTU> - shows trips and timers functioning over a stage

<http://www.youtube.com/watch?v=9Uy1BP5p2Gk> - shows the unit detecting an accident ahead

<http://www.youtube.com/watch?v=EzA4zgyfZtg> - video showing the unit working in Jack Monkhouse's crash

APPENDIX III – VEHICLE IDENTIFICATION FORM (VIF)



VEHICLE IDENTIFICATION FORM (VIF)

CAR NO: _____

CATEGORY: _____

CLASS: Classic ☐ Modern ☐ Regularity ☐ Category S ☐

YEAR: _____

MAKE: _____

MODEL: _____

REG. NUMBER: _____

REGISTERED OWNER: _____

BODY COLOUR (S): _____

LOG BOOK NO: _____

BODY TYPE: 2 DOOR ☐ 4 DOOR ☐STEERING: RHD ☐ LHD ☐NO OF SEATS: 2 ☐ 3 ☐ 4 ☐ 5 ☐

CHASSIS NUMBER: _____

ENGINE NUMBER: _____

NO OF CYLINDERS/ROTORS: _____

CONFIGURATION: In line ☐ Vee ☐ Flat ☐

ACTUAL CAPACITY: _____cc

INDUCTION: Turbocharged ☐ Supercharged ☐ Normally Aspirated ☐

APPENDIX III – VEHICLE IDENTIFICATION FORM (VIF)

DRIVE: 2WD ☐ 4WD ☐

FUEL: _____

MANUFACTURER STANDARD WEIGHT: _____ LB / _____ KG

ACTUAL WEIGHT: _____ LB / _____ KG

MANUFACTURER STANDARD POWER: _____ HP / _____ kW

ACTUAL POWER: _____ HP / _____ kW

HAS THIS CAR BEEN CONSTRUCTED TO COPY A PERIOD VEHICLE? YES ☐ NO ☐IS THE CAR A REPLICA? YES ☐ NO ☐

IF YES, HAS IT BEEN CONSTRUCTED TOTALLY TO THE MANUFACTURER SPECIFICATIONS?

YES ☐ NO ☐

HAS THE VEHICLE BEEN RECONSTRUCTED USING MORE MODERN COMPONENTS THAN THE ORIGINAL?

YES ☐ NO ☐

IF YES, WHAT IS MOST MODERN PERFORMANCE RELATED COMPONENT AND YEAR OF MANUFACTURE?

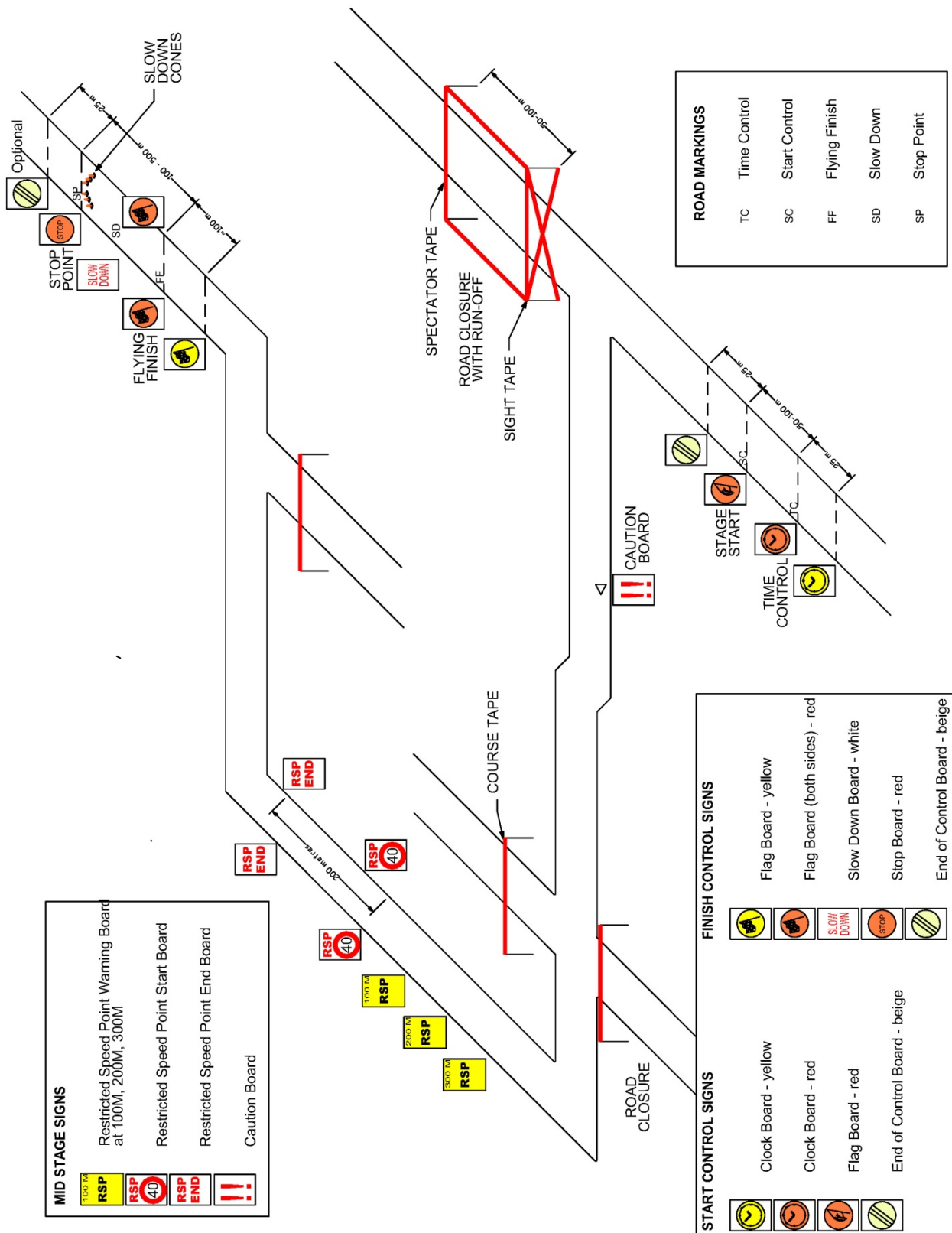
_____IS THE VEHICLE FITTED WITH FIA COMPLIANT SAFETY HARNESS? YES ☐ NO ☐IS THE VEHICLE FITTED WITH A COMPLIANT ROLL-OVER PROTECTION SYSTEM? YES ☐ NO ☐

IS THIS CAR MODIFIED? YES NO (If Yes, please list all modifications)

ENTRANTS SIGNATURE INDICATING THAT THE ABOVE IS TRUE AND CORRECT.

SIGNED: _____ DATE: _____

APPENDIX IV – SPECIAL STAGE LAYOUT / MARKINGS



APPENDIX V – CATEGORY DESCRIPTIONS**Prima Tour**

This tour is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. Vehicles will be limited to posted speed limits whilst on all open and closed road sections. Vehicles will follow part of the day one course of the Shannons competition. The Prima Tour concludes with lunch at Applewood Distillery, Gumeracha. Participants receive a finisher's medallion.

Main Tour

This tour is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. Vehicles will be limited to 80kph or signposted limits (whichever is higher) whilst on all closed road sections. Vehicles must adhere to normal signposted limits on open roads. Vehicles will follow the same course and include the same activities as the main competition - Leg 2,3,4 only. Participants receive a finisher's medallion.

Spirit Tour

This tour is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. Vehicles will be limited to 120kph whilst on closed road sections. Vehicles will follow the same course and include the same activities as the main competition - Leg 2,3,4 only. Crew must wear helmets approved by CAMS when undertaking any closed road section or speed or skill test. Participants receive a finisher's medallion.

COMPETITIONS:**Adelaide Rally Challenge**

This competition is reserved for vehicles manufactured from 1st January 1900 up until the first day of competition, based on year of build and s rules as the Shannons competition except that a 130kph speed limit on all closed road tests will be in place. Half roll cages are mandatory, Race Seats and Harnesses are mandatory. Challenge Trophies will be awarded to 1st, 2nd & 3rd finishing cars in two sub categories; Classic (Pre-January 1st, 1986) and Modern (1st January 1986 onwards). It will follow the same course and include the same activities as the Shannons competition. Participants who cross the Official Finish Line will receive a finisher's medallion.

Adelaide Rally Shannons Competition

This competition is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition with two sub categories of Classic (1st January 1900 to 1st January 1986) and Modern (1st January 1986 to Current) with driver skill and mechanical performance determining the winners of both the Classic and Modern categories. No handicap system will be used. Trophies will be awarded to 1st, 2nd & 3rd finishing cars in two sub categories; Classic (Pre-January 1st, 1986) and Modern (1st January 1986 onwards). Participants who cross the Official Finish Line will receive a finisher's medallion.

Adelaide Rally Category S (Demonstration Only)

This competition is reserved for vehicles manufactured and available from 1 January 1900 to the first day of competition. It is intended for vehicles that are unique or historically significant vehicles and special interest vehicles that may not meet the competition regulations but are deemed appropriate for the event at the sole discretion of the organisers. There will be no vehicle classes. It will follow the same course and include the same activities as the Shannons competition. Participants who cross the Official Finish Line will receive a finisher's medallion.

Note **CATEGORY S (DEMONSTRATION CATEGORY) Entries accepted in the discretion of the organisers. Category S cars must meet the General Safety requirements in Schedules A and B of the CAMS Manual and as a minimum have rollover protection, complying with Schedule J, seats homologated to an FIA Standard mounted in conformity with Schedule C and harnesses complying with Schedule I to be eligible for consideration to be included in Category S. The stage times of Category S vehicles will be published. No awards will be given. Entrants must still comply with the RSP speed limits and must not exceed a top speed limit of 180kph on any closed road stage.