



SPORTING REGULATIONS

v1.01 - 12th August 2021

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Abbreviations:

NRSR-VG	National Rally Standing Regulations – Vehicles General
NRSR-SSR	National Rally Standing Regulations – Special Stage Rallies
NRSR-EG	National Rally Standing Regulations – Events General

ARTICLE 1 – ORGANISATION

- 1.1 The **2021 Make Smoking History Targa West & Targa South West** (the Events) will be held under the provisions of the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of Motorsport Australia, the National Rally Code, the Tarmac Rally Standing Regulations, these Sporting Regulations, the Event Supplementary Regulations and any authorised Further Regulations and/or Bulletins.

The Events will be conducted under and in accordance with Motorsport Australia OH&S, Motorsport Australia Safety 1st and Risk Management Policies, and COVID-19 Return to Race Guidelines which can be found on the Motorsport Australia website at www.motorsport.org.au

- 1.2 The Events will be run using A to A Timing as per NRSR-SSR.
- 1.3 RallySafe data will be considered a Judge of Fact in relation to vehicle location and speed.

ARTICLE 2 – EVENT ELIGIBILITY AND DESCRIPTION

- 2.1 The Events do not count towards any Motorsport Australia Championship but will count towards to 2021 Make Smoking History Targa Cup Series and the 2021 Tarmac Cup.

- 2.2 The Events will be run under categories as follows:

- a. Competition (including Targa 165)
- b. Targa 130
- c. 2Day Rallye (Targa West only)
- d. Targa Tour

- 2.3 Under exceptional circumstances the Organisers may permit changes to nominated Driver and or Co-driver (the Crew / Crew Members) during the rally, provided that the replacement person meets the requirements of the Sporting Regulations and the Supplementary Regulations.

ARTICLE 3 – COMPETITOR ELIGIBILITY

- 3.1 **Competition Category Competitors (inc Targa 165 Competitors)**

Both Crew Members shall hold, as a minimum, a current Motorsport Australia Rally Licence. Co-Drivers who will not drive during the Event may hold a Rally Navigator Only Licence. Both Crew Members are required to belong to a Motorsport Australia Affiliated Car Club.

Crew Members who hold only a Circuit Racing Licence (Provisional/National etc.) shall be required to successfully complete a Rally Lecture and then obtain a Rally endorsement for their licence from Motorsport Australia, prior to the Event.

Apparel: Crew Members must wear, as a minimum, the apparel outlined in **Schedule D Rally/Road Tarmac National** of the current Motorsport Australia Manual. 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 for a penalty which may go as far as exclusion from the Event.

- 3.2 **Targa 165 Category**

Same requirements as Competition Category with a Maximum Speed Limit of 165kmh

- 3.3 **Targa 130 Category Competitors**

The minimum requirement for Driver and Co-Driver is a Motorsport Australia Speed Licence and membership of a Motorsport Australia Affiliated Car Club. For assistance in arranging Motorsport Australia Speed Licences, Competitors should contact the Rally Office and/or Motorsport Australia 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 Motorsport Australia Manual. 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 a penalty which may go as far as exclusion from the Event.

Note: ALL Crew Members must wear a properly fitted Frontal Head Restraint as per Schedule D of the Motorsport Australia Manual. The fitting of suitable seats, harness and mountings and/or roll over protection may be required.

The Targa 130 Category has a Maximum Speed Limit of 130kmh.

- 3.4 **Rookie Rallye**

The Rookie Rallye is open to drivers who have not competed in a Tarmac Rally before i.e. Make Smoking History Targa West or Make Smoking History Targa South West. This restriction does not apply to the co-driver. Rookie Rallye competitors can enter in either Competition, Targa 165 or Targa 130 Categories.

- 3.5 **Targa 2Day Rallye**

Competitors can enter in either Competition, Targa 165 or Targa 130 Category. Motorsport Australia Licence, Apparel and Vehicle Eligibility requirements will be the same as the relevant Competition or Targa 130 Category.

3.6 Targa Tours

The minimum requirement for Driver and Co-Driver is a Motorsport Australia Speed Licence and membership of a Motorsport Australia Affiliated Car Club.

Apparel: Crews must wear, as a minimum, the apparel outlined in **Schedule D S1 Rallysprint** of the current Motorsport Australia Manual. Crew Members are required to wear a helmet while driving on Stages. The minimum standard for safety helmets is as per Motorsport Australia Schedule D Apparel, 2.1 Helmet Level B.

3.7 Competitors – (All Categories):

Competitors 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 Motorsport Australia 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 NRSR-EG).

3.9 Either Crew Member may drive the vehicle during the course of the Event except Co-Drivers who hold a Rally Navigator Only Licence.

3.10 Driver Experience (except Targa Tours)

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. It is strongly recommended that all intending Drivers should drive the specific vehicle in which they are to compete, immediately prior to the Event under conditions similar to those that will be experienced during the Event.

The fundamental requirement is experience in handling a vehicle at speed and overtaking at speed. The criterion for acceptance is experience gained from, circuit racing, rallying or advanced Driver training.

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

ARTICLE 4 – VEHICLE ELIGIBILITY

4.1 General

4.1.1 The Events are intended for Production Cars, categorised as Classic and Modern Sports Cars, Sedans and Utility Vehicles, being four-wheeled vehicles, capable of legally carrying two (2) person's minimum. **Only Closed Cars will be eligible for entry in both categories. The acceptance of entries of Low Volume cars as defined by Motorsport Australia Tarmac Rally Technical Regulations Article 2 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 Motorsport Australia Manual, and the Motorsport Australia National Rally Code.

COMPETITION, TARGA 130 & TOUR – all vehicles shall comply with ONE (1) of the following current Technical Regulations:

- Motorsport Australia Tarmac Rally – Classic or Modern
- Motorsport Australia Targa Championship Technical Regulations (Targa Australia)
- Motorsport Australia Group 3C - Production Rally Cars (PRC)
- Motorsport Australia Club Rally Car (See Note 2 below)
- Motorsport Australia Classic Rally Car
- Motorsport Australia Historic Rally Car
- Motorsport Australia Group G2 & G4
- Motorsport Australia Group N(P)
- Motorsport Australia Group AP4
- FIA Group N & R.

NOTE 1: TARGA 130 & TOUR vehicles may have exemptions in relation to Roll Cage, Seats and Harnesses as per SR Article 4.3

NOTE 2: Club Rally Cars may be granted permission to compete at the sole discretion of the Clerk of the Course. Any competitor wishing to enter a CRC must make application along with the non-refundable entry fee deposit at least two (2) months prior to the event.

Other non-complying cars may be granted permission to enter at the sole discretion of the Clerk of the Course. Any competitor wishing to be considered for an "Invitational" entry must make application along with the non-refundable entry fee deposit at least two (2) months prior to the event.

Links to Technical Regulations can be found on www.targawest.com.au

4.1.2 It is permitted, and highly recommended, for Competition Vehicles, to install energy absorbing safety foam (foam). It must be fitted as per the Motorsport Australia National Rally Code – Vehicles General.

4.1.3 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.

4.1.4 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 Motorsport Australia Manual, NCR
- 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 time during the event, including but not limited to Post-Event Scrutiny, the vehicle does not conform to the relevant eligibility regulations, the matter will be referred to the Stewards. If a non-compliance case is proven, it will result in a recommendation to the Stewards of a penalty which may go as far as exclusion from the Event.

4.1.5 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.

4.1.6 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 these Events.

4.1.7 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 Sporting 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.

Cameras must not be attached to a helmet or FHR

4.2 **Competition Category Vehicles**

All Competition Category vehicles shall be the subject of a current Motorsport Australia Log Book.

4.3 **Categories**

All Crews entering the Events, including the 2Day Rallye, will compete under one of the following four Categories:

- Targa 130 Shannons Classic
- Targa 130 Modern
- Targa 165 Shannons Classic
- Targa 165 Modern
- Competition Shannons Classic
- Competition Modern.

Targa 130 Category Vehicles

All Targa 130 Category vehicles are to comply with the Technical Regulations with the exception of:

1. **Seats:** May be original equipment as fitted by the vehicle manufacturer however they must safely facilitate the use of a FHR as per Schedule D.
2. **Harnesses:** Must be Type A in accordance with Schedule I of the Motorsport Australia General Requirements.
3. **Safety Cages and Rollover Protection:** Not required but highly recommended. If fitted, the Safety Cage may, as a minimum, be a Type 2 "half cage" in accordance with Schedule J of the Motorsport Australia General Requirements or a Non Complying Cage in accordance with Article 7 of Schedule J.
4. Targa 130 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).

4.4 **Awards Classes**

Vehicles will be grouped into Awards Classes of similar Technical Regulations and Capacity. Targa 130 crews will not be moved into Competition Category.

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

4.5 Invitation Entries

At the sole discretion of the Organisers, a vehicle which does not comply with the eligibility requirements of either of the Competition or Targa 130 Categories, as defined in these Sporting Regulations may be accepted as an Invitational Entry. 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 Motorsport Australia licensing and apparel requirements. Note that regardless of the times posted, Invitational Competitors shall not be recognised as Outright or Category Winners and will not be listed in any other results classification or promoted in any other manner. Times for Invitational Competitors will not be shown on the results page, a separate link will be provided directly to Invitational Competitors.

4.6 Fuel

The fuel type shall only be as permitted under the Technical Regulations the vehicle has entered.

4.7 Noise

Vehicles must meet the noise standards as outlined in the NRSR-VG

4.8 Wheels and Tyres (except Targa Tour)

4.8.1 Maximum number of tyres permitted

A maximum of six (6) tyres are permitted for use during the Events. Crews that have different size wheels or four directional tyres may register to have four (4) marked spare tyres but are only permitted to use two (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 a penalty which may go as far as exclusion from the Event.

Space Saver Tyres carried as a Spare Tyre will not be counted in the maximum of six (6) tyres.

4.8.2 The marking of tyres is mandatory and will be carried out as per the Event Program.

Scrutineers shall be considered Judges of Fact for all matters relating to wheels and tyres. A maximum of four (4) tyres will be marked as original and a maximum of two (2) tyres or four (4) tyres as per 4.8.1 will be marked as spares or four (4) tyres as per 4.8.1. Any additional tyres may be marked at Service Parks. A five (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.

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

4.8.4 Violation of road traffic laws by driving outside of the road rules is illegal and any crew observed contravening traffic laws or driving in a dangerous manner will be reported to the Stewards for a penalty to be applied in addition to any penalty which may be applied by the Police.

4.9 Numbers and Signage

4.9.1 All Event signage will be shown in Appendix I of the Supplementary 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 for consideration of a monetary penalty. Competitors may be required to pay for any replacement signage.

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

4.9.3 Driver and Co-Driver names may be displayed on both sides of the vehicle, on the rear side glass, in accordance with NRSR-VG Signs on Cars in the current Motorsport Australia 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 as shown in the Supplementary Regulations, 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 the Competitor will be notified if their entry has been accepted.

5.3 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 four (4) weeks of official notification of entry acceptance; or
- b) arrange a direct deposit or credit card instalment plan, acceptable to the Finance Director, within seven (7) days of official notification of entry acceptance.

All Entry Fees must be paid in full prior to the entries closing date (see Event Programme).

5.4 Entries open on the publication of the relevant Event Supplementary Regulations.

5.5 Entries close will be listed in Event Programme.

The number of entries will be limited to approximately 100 including the Targa Tour.

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

- 5.6 The Supplementary Regulations will confirm what will be provided to Competitors.
- 5.7 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. Also refer to Article 19.
- 5.8 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 for the entirety of the Event.
- 5.9 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 Motorsport Australia Manual of Motorsport- NCR).

5.10 Alteration to Entries

- 5.10.1 The Competitor may change any Crew Member upon written notification to the Organisers, prior to the time listed in the Event Programme for final time. 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 must downgrade the category (i.e. from Competition to Targa 130), or withdraw, as applicable.
- 5.10.2 The entered/competing vehicle may be changed upon written notification to the Organisers, prior to the time listed in the Event Programme for final time. 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 Targa 130 or Invitational Category. The substituted vehicle shall be satisfactorily scrutineered to be eligible for acceptance, prior to the time listed in the Event Programme for final time.
- 5.10.3 Any change of vehicle after the start of the Event will result in the entry being changed to Invitational, see Article 4.5 of these Sporting Regulations.

5.11 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 administration fee of up to \$250 may be deducted from any funds already received. The remaining balance may be refunded or credited towards another Targa West Pty Ltd Event(s) within 12 months.
- 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 another Targa West Pty Ltd Event(s) within 12 months.

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.
- 6.2 Up to eight (8) Service Crew Members per competing car starting the rally may register.
- (i) Time to service the vehicles will be allowed in Service Parks provided en route. It is recommended that all servicing is done within the Service Park. The length of time available for each Crew to service may vary. All services may be used to close up any gaps which have appeared between vehicles. The Organisers will endeavour to provide Crews with a minimum of 20 minutes at each Service Park.
- (ii) The speed of the cars in the Service Park shall not exceed 10kmh; failure to comply with this limit shall result in a penalty applied by the Stewards.
- (iii) When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling of fuel is permitted in a Service Park provided that:
- the work is carried out under the supervision of a marshal; and
 - no other work is carried out on the car during the emptying and/or refilling operation; and
 - a suitable safety perimeter is established around the car; and
 - two (2) fire marshals are present with fire extinguishers sufficient in capacity and suitable for use on flammable liquids; and
 - only sufficient fuel is added to reach the next refuel zone.
- 6.3 Service Parks are designated as either Major or Minor Services (See Itinerary).

- **Major Service** – Crews will be able to park adjacent to their service vehicle and may perform any work necessary. The Organisers will endeavour to provide Crews with a minimum of 20 minutes
- **Minor Service** – Crews will be parked separately from their service vehicle and may perform limited service using hand tools only.

- 6.4 With the exception of suburban roads/streets and all built up areas refuelling is not restricted, subject to the following conditions:
- Up to two (2) Service Crew Members per competing vehicle are permitted to assist with refuelling. Accreditation for both Crew Members must be displayed at all times.
 - Roadside refuelling must not block, impede, disrupt or otherwise affect normal traffic in any way. All vehicles involved in conducting roadside refuelling must be positioned off the road surface and off the road shoulder.
 - Electric fuel pumps must comply with the relevant Standards Australia standard for pumping the specific fuels.
 - Decanting of fuel between containers may only be done in a refuel zone or bunded storage area.
 - Any action inside a refuel zone not directly involved in the refuelling of the competing vehicle is prohibited.
 - In all refuel zones, a 5kmh speed limit applies.
 - 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.
 - Engines must be switched off throughout the refuelling operation.
 - It is recommended that the Crew remain outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened and doors open.
 - 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.
 - It is also recommended that an anti-static/grounding strap be connected between any fuel containers and the vehicle being refuelled.
 - 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.
 - Refuel points have been set with the Fuel Consumption of 1.20km/litre during Special Stages and 5.00km/litre on Liaison with a tank holding 45 litres of useable fuel. Competitors must be able to meet these requirements.
- (xiv) Any breaches of the refuel regulations (parts i to xiii) will be reported to the Stewards for consideration of exclusion or other penalty.**
- 6.5 Electric Vehicles (EVs) may recharge at any time and location outside of the closed special stages, including Assembly Areas. They are permitted to miss Service Park Time Controls as listed in the Supplementary Regulations.

ARTICLE 7 – CREW BRIEFING

- 7.1 A compulsory Briefing must be attended by all Crews. 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.
- 7.2 A fine of \$110 per Crew Member may be levied at the discretion of the Stewards 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 Road Book. In the interest of community relations, Reconnaissance is restricted to two (2) runs, this is to be self-regulated.
- 8.2 The use of Competition Rally Cars for reconnaissance is strictly forbidden, unless the Supplementary Regulations permit it on some stages. All other reconnaissance must be carried out in road-registered vehicles that do not carry any sign-writing relating to the Event and do not have a roll cage or the appearance of a rally car. Unlicensed cars, or cars subject to an Over 48 Hour Rally Permit or Temporary Movement Permit are not to be used for reconnaissance. Targa 130 Category crews may use the cars they will be competing in if they comply with the above.
- 8.3 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 will be monitored by Officials and by Western Australian 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 Western Australian Police may be referred to the Stewards for consideration of further penalties up to exclusion.

If a vehicle is deemed to be exceeding the speed limit by an Official, Drivers MUST stop when indicated to by an Official or upon seeing a Red Flag or "STOP" sign. Competitors reported exceeding the speed limit may be referred to the Stewards for consideration of penalties up to exclusion.

- 8.5 The carrying of radar/laser detectors in the vehicle during reconnaissance is prohibited.
- 8.6 The Organisers can only guarantee that the tarmac section of the road will be unobstructed during competition. To reduce the incidence of Crews deliberately cutting corners there may be obstacles (bollards or safety cones) placed off the tarmac. Crews are to take this into consideration during reconnaissance.
- 8.7 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 Motorsport Australia NCR for an act prejudicial to motorsport.
- 8.8 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 or continue in the Event.

ARTICLE 9 – MAPS

Large-scale maps will be supplied with the Road Books.

ARTICLE 10 – ODOMETER CHECK

Competitors are to align their Tripmeter to the Road Book.

ARTICLE 11 – DOCUMENTATION AND SCRUTINY

- 11.1 Crews are required to present current versions of the following items at Documentation:
- Motorsport Australia Competition licences (Competitors, Drivers and Co-Drivers)
 - Civil driving licences for both Crew Members (not required for the Co-Driver if they hold a Navigator only licence and will not be driving)
 - Motorsport Australia-affiliated car club memberships (Driver and Co-Driver)
 - Motorsport Australia vehicle log book (Competition Category cars and Targa 130 cars that are subject of a log book)
 - 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 details will be available in the relevant Event Supplementary Regulations.
- 11.3 Road Books, Service Instructions, Door Panels and other Event stickers will be available for collection upon completion of documentation or at an earlier date to be advised.
- 11.4 Scrutiny details will be available in the relevant Event Supplementary Regulations.
- 11.5 Post-Event Scrutiny details will be available in the relevant Event Supplementary Regulations.
- 11.6 Following the podium finish those vehicles selected for Post-Event Scrutiny, plus any others nominated by the Stewards, will proceed to the Post-Event Scrutiny location.
- 11.7 The remaining vehicles may leave the finish 30 minutes after the last car in their competition (Targa 130 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 & timing system. Please refer to Appendix I below.
- 11.10 All Competitors must have their vehicle inspected by an Event Scrutineer before re-joining (see SR Article 13 and NRSR-SSR). If a vehicle has been damaged or 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 HQ.

ARTICLE 12 – RUNNING OF THE RALLY

- 12.1 See Event Program for Pre-Event Assembly Area
- 12.2 The start order for the rally will be at the Clerk of the Course's discretion and will be based on previous performance. The Targa Tour crews will start first, followed by Targa 130 Category and then the Competition Category with the slowest vehicle starting first.
- 12.3 See Event Program for rally start Location and Time
- 12.4 Times for SS1 will not be included in the Results
- 12.5 See Event Program for First Car Finish Time

12.6 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.

12.7 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 - a two (2) minute penalty
- Second and each subsequent offence for failure to permit overtaking - a \$500 fine and five (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.

12.8 Headlights or "Driving/Running" Lights must be illuminated whilst on all Special Stages.

12.9 Oil Spills

12.9.1 Oil Absorbent Material

Competitors are required to carry in the rally car a 1kg bag of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil absorbent material. Upon request, the Organisers will have this available for purchase at Scrutiny at the cost of \$15.00 per 1kg bag or Crews may source their own.

12.9.2 Damage Resulting in an Oil Leak

If a Competitor damages a motor/gearbox/diff etc 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.

12.11 Hooning on Stages

Hooning on Stages, which includes "burnouts", "donuts" and "drifting", is not permitted as this is seen as encouraging the public to do the same on open roads. It is also an unsafe practise as the car can get out of control very quickly and we do not have safety barriers in place for this type of activity.

ARTICLE 12.12 - RUNNING OF THE RALLY TARGA TOUR

12.12 OVERVIEW

Targa Tour

The Targa Tour will be an Event within an Event with its own identity and branding. It will be a great experience with participants enjoying the thrill of a spirited drive over some of the best roads WA has to offer.

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

These cars and Participants will run over 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 with official cars located front and rear of the Tour vehicles.

12.12.1 Road Books

Road books which provide comprehensive details of the course will be issued to Participants. The use of Pace Notes is prohibited. Participants found using Pace Notes will be excluded from the Targa Tour. It is important that at least one Crew Member be able to read a road book, particularly on touring stages.

12.12.2 Course

Participants are required to follow the course in packets of up to 15 vehicles, led by an Organiser's course vehicle.

12.12.3 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 at any time. The Tour Coordinator may change the order of a packet at any time. The Start Location for the Targa Tour will be listed in the Event Supplementary Regulations. Participants are required to report to the Start

Location, 20 minutes prior to the Departure Time and report to the Tour Coordinator. Late arrival may mean missing the Leg.

12.12.4 Targa Stages

At start of stages:

Participants are to queue behind the Targa 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 Targa Tour.

Through Stages:

Participants are to follow the Targa Tour Packet Leader car through the stage in convoy and normal safe driving practices are to be adopted at all times. Speed will be limited to 110km/h, 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

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 Targa Tour

12.12.5 Stage Stop

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

12.12.6 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.

ARTICLE 13 – RETIREMENT AND RE-JOINING RALLY

- 13.1 Crews who withdraw from the rally must complete the form at the back of the Road Book – “Notification of Withdrawal From Rally” – and submit it to a Competitor Relations Officer, Sweep Vehicle or a Control Official. They are to complete the form 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; and
- (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 that 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 seconds.

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 stage 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.

- 13.2 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. A **Derived Time** considered by the Stewards to be the fairest will be given to the crew for the missed stage(s) **plus 30 seconds per missed stage**. 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.

- 13.3 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 will be allocated a **Derived Time** considered by the Stewards to be the fairest, **plus time Stopped on Stage as deemed by RallySafe**, otherwise it will be treated as a missed stage.

- 13.4 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 14 – CHICANES, RESTRICTED TIME ZONE AND COURSE MARKERS

- 14.1 Chicanes or Course Markers may be set up in Special Stages. The Chicanes and Course Markers will be constructed from bollards and, in some cases, incorporate islands in the middle of the road. The location of the Chicanes will be in the Road Book and identified on the course with 300m, 200m and 100m warning boards. The RallySafe unit will also notify Crews approaching a chicane from 300m.

Any vehicle hitting any part of the chicane or course markers (bollards) or failing to traverse a chicane correctly will receive the following penalties -

One (1) Bollard per Occurrence:	5 seconds
Two (2) Bollards per Occurrence:	10 seconds
Three (3) or more Bollards per Occurrence:	30 seconds.

None of the above shall preclude the Organisers placing a charge before the Stewards if the circumstances warrant this action e.g. deemed to deliberately drive over bollards.

The standard layout to be used for the chicanes is shown in the Rally Guide and on the website.

- 14.2 Inappropriate overtaking is not permitted between the 200m warning board and the chicane. The penalty for doing so will be five (5) minutes per occurrence.

- 14.3 If for any reason a chicane is damaged or a car is stopped just after a chicane the officials located at the chicane will display an orange cone and flag. When the flag is displayed each Crew must slow down after the 200m board to a non-competitive speed. They must exercise extreme caution and be prepared to stop before proceeding carefully through the chicane. Competitors affected by an orange flag may apply to the Clerk of the Course for consideration of a derived time.

14.4 Course Markers

To prevent 'cutting' of corners by Crews 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. Drivers should drive accordingly i.e. not plan to cut any corner. In addition to the penalties in SR Article 16 Crews will be penalised five (5) seconds for each offence in which they are deemed to have a cut a corner.

Crews are also reminded that under NRSR-SSR the penalty for deviating from the course may be up to exclusion, see below.

- (a) *The Route Instructions describe the course that must be followed. Any deviation from this course or travelling in the opposite direction to that described, that is reported by an official will be transmitted to the Stewards who may impose a penalty up to disqualification if they decide that there is no case for force majeure.*

Any vehicle hitting any course markers (traffic cone/bollard/street marker) will receive a 5 second penalty per marker

None of the above shall preclude the Organisers placing a charge before the Stewards if the circumstances warrant this action i.e. deemed to deliberately drive over bollards.

14.5 Restricted Time Zone (RTZ)

There will be Restricted Time Zones located on various stages on the course. Crews are required to remain within these zones for the minimum amount of time as outlined in the Road Book. This time will be calculated based on five (5) seconds per 100 metres of zone. i.e. a 400 metre zone will require the competitor to remain within the zone for a minimum of 20 seconds before exiting the zone. A 1400 metre zone will require the competitor to remain in the zone for 70 seconds.

The following rules will apply:

- The RallySafe device is the judge of fact in all instances where a competitor fails to remain within the zone for the minimum amount of time.
- Approach warning boards will be erected at 300m, 200m and 100m prior to the start of a Restricted Time Zone. This will also be shown on the RallySafe System.
- The start and finish of the zone will be designated by boards – 'Start RTZ' and 'Finish RTZ'. This will also be shown on the RallySafe System.
- The RallySafe unit will show a countdown timer and the distance to the end of the Zone.
- There is no restriction on the Speed of entering or leaving Restricted Time Zones.

- f) Overtaking is permissible within the Zone where there is a significant speed difference between vehicles. Vehicles must not accelerate to overtake a vehicle in front and then slow down to impede that vehicle's progress. Officials appointed by the Organisers will observe any undisciplined overtaking.
- g) Vehicles must not impede another Driver.
- h) Vehicles must not go below 30kmh.

The following penalties will apply for actions within a Restricted Time Zone:

- For traversing the RTZ in less than the nominated time – five (5) seconds per second gained.
- For dropping below 30kmh within the RTZ – 15 seconds.

14.6 Virtual Chicanes

There will be a number of Virtual Chicanes (VCs). VCs are points where Crews will be required to slow down below 60kmh in a 150m virtual box starting from the point marked on the course with a designated 'VC' board.

The following rules will apply:

The RallySafe system will be used to determine the speed of the vehicle. On approaching the VC, there will be the 300m, 200m, 100m warning boards. At the start of the VC Zone there will be a Board with VC 60 on both sides of the road. At the End of the VC Zone there will be a Board with END on both sides of the road. In the Zone you will need to decrease your speed to 60kmh or below. As soon as this has been achieved, RallySafe will go Green and you can then accelerate back to competition speed. It is the Competitor's responsibility to achieve the minimum speed in the Event of the supplied GPS tracking device failing to operate correctly.

The following penalties will apply for actions within a Virtual Chicane Zone:

- a) Reported lowest displayed speed exceeding 60kmh but not exceeding 65kmh – a penalty of five (5) seconds.
- b) Reported lowest displayed speed exceeding 65kmh but not exceeding 70kmh – a penalty of 15 seconds.
- c) Reported lowest displayed speed exceeding 70kmh – a penalty of 60 seconds.

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

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

ARTICLE 15 – CONTROLS

15.1 **Entry into Time Control and Start Control:** The Official Rally Time will be displayed on the Crew's 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 one (1) second for each second of time taken in excess of 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 from 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.

15.2 **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.

15.3 **Arrival at Stop Control:** The Time Card is to be given to the Official for signing. The Flying Finish Time will be shown on the RallySafe Unit and you are to calculate the Special Stage Time Taken.

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

15.5 Officials Help Board

The Organisers will be providing Road Closures with an emergency board; this will have the word HELP printed in red on a white background. If urgent medical assistance is required or the safety of the stage may be seriously compromised and the officials have no other means of communications, they are to display the HELP board to passing rally cars.

The rally Crew must then notify the Stop Control that an Official has displayed the board and the Stage will be stopped while a MIV is dispatched to investigate. If the Official is showing signs of extreme emergency, waving arms etc., it is expected that the Competitor will stop to investigate. Normal rules will apply for compassionate time compensation.

ARTICLE 16 – SCORING PENALTIES

- 16.1 Results (except Tour and Invitation) 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.
- 16.2 **RallySafe Timing** (except Tour)
The RallySafe Timing System will be used. <http://rallysafe.com.au/about/>
- 16.3 **Special Stage 1** (except Tour)
The Stage Time for SS1 will NOT be included in the Results to allow Crews to acclimatise to their car.
- 16.4 **Time Penalties**
As per NRSR-SSR except as provided for in Sporting Regulation Article 14.
- 16.5 **Missed Stages** (except Tour)
For any stage missed, except as provided for in Sporting Regulation Article 13.2 and 13.3, a Crew will be allocated a time equal to the slowest time on that stage plus 30 seconds.

Crews missing one or more Special Stages will be classified behind those Crews who have completed all stages 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. Also see Sporting Regulation Article 13.
- 16.6 **Speeding On Liaisons**
Crews are reminded that under the NRSR-SSR the following penalties will apply for speeding during the rally.
- (1) For offences up to 30kmh above the relevant liaison speed limit –
- First offence: \$200 fine
 - Second offence: five minutes penalty
 - Third offence: disqualification.
- (2) For offences greater than 30kmh above the relevant liaison speed limit –
- First offence: \$200 fine plus five minutes penalty.
 - Second offence: disqualification.
- Detection of speed limit breaches may be through notification from the Police, use of Speed Measuring equipment or RallySafe Reports.
- The number of offences means the number detected during the Event, irrespective of speed.
- 16.7 **Maximum Speed Limits**
For reasons of safety, a maximum speed applies for all Categories as per below:
- Competition 200kmh
 - Targa 165 165kmh
 - Targa 130 130kmh
 - Targa Tour 110kmh.
- 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.
- 16.7.1 **Maximum Speed Limit Penalties – (Targa 130 & Competition)**
The RallySafe SPEED LIMITED REAL TIME ADVANTAGE PENALTY SYSTEM <http://rallysafe.com.au/rallysafe-speeding-calculator/> will be used to calculate penalties for Speeding. The calculator will be set to a Factor of **5**.
- 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 Targa West timing and judging team in real-time, for efficient results gathering.
- None of the above shall preclude the Organisers placing a charge before the Stewards if the circumstances warrant this action.
- 16.7.2 **Maximum Speed Limit Penalties – (Targa Tour)**
Speed will be restricted to 110kmh
- Participants reported exceeding 110kmh for more than 10 seconds OR exceeding 120kmh will receive a formal verbal warning. Repeat offenders, and Participants exceeding 120kmh for more than 10 seconds or exceeding 130kmh, may be excluded from stage(s) and/or the Event.
- None of the above shall preclude the Organisers placing a charge before the Stewards if the circumstances warrant this action.
- 16.8 **Stopped on Super Special Stages** (except Tour)
Super Special Stages will be listed in the Supplementary Regulations
- Any Crew failing to complete a Super Special Stage in the correct manner described in the Supplementary Regulations and the Road Book will be allocated a time for the Stage, equal to the fastest time plus one (1) minute (called the

“Maximum Time”). Any Crew recording an actual time in excess of this time on the Stage will be allocated the Maximum Time.

A vehicle which fails to complete a Super Special Stage may be removed by the Organisers and placed on the road section immediately after the end of the Stage. Work on the car is then allowed but must still arrive at the following Time Control within their Late Time Limit. Any car not completing a Super Special Stage and cannot be made ready for the next stage at the originally allocated time will be given a Maximum Time for Super Special Stage but must still arrive at the following Time Control within their Late Time Limit.

16.9 **Derived Time** (except Tour)

Further to Sporting Regulations Articles 13.2, 13.3 and 19. Crews will be allocated a time if they are required to Stop and assist a Competitor as per the ACCIDENT PROCEDURES / YELLOW FLAGS in the front of the Road Book or if the Road is blocked.

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

16.10 **Parc Fermé** (except Tour)

Provisions of NRSR-SSR Article 6 Parc Ferme apply, and will be enforced.

ARTICLE 17 – RESULTS (EXCEPT TOUR)

17.1 Progressive Unofficial Results will be available Online during the running of the Event.

17.2 Unofficial Results at the end of each Leg will be posted on the Online Official Notice Board.

17.3 Provisional Results will be published at the end of the Event on the Online Official Notice Board as per the Event Programme.

17.4 The Provisional Results will become Final **30 minutes** after posting subject to no Protests.

ARTICLE 18 – INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au

Crews involved in accidents resulting in property damage are advised that they may be required to pay up to the first \$10,000 of any claim to rectify such property damage.

ARTICLE 19 – 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 for consideration of exclusion or other penalty.

A copy of the SOS/OK sign (minimum size 620sq cm) is required to be carried in the vehicle at all times. Those Crews who require an A3 laminated version may purchase one at Documentation at a cost of \$5.

Crews should refer to RallySafe Training Video at <https://rallysafe.com.au/competitors-tm/> 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 for consideration of exclusion or other penalty.

ARTICLE 20 – ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of a Motorsport Australia ‘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(ies) for a breach in accordance with the Motorsport Australia Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy as published on the Motorsport Australia 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 Motorsport Australia ‘Competition’ or ‘Officials’ licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Standard Operating Procedure for Breath Alcohol Testing.

ARTICLE 21 – COPYRIGHT

21.1 **Video and Film**

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

Any commercial arrangements made by the Competitors 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. Competitors 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.

21.2 On-board Camera

The Organisers reserve the right to fit an in-car camera to any Competitor's vehicle at their sole discretion. In the Event that a camera is fitted by the Organisers or by the Competitor, 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.

21.3 Advertising and Promotion

Through entering the Event, all Competitors 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 Competitors, Crew Members or their agents must refer prominently to the correct title of the Event where this is appropriate. For example, '2021 Make Smoking History Targa West' or '2021 Make Smoking History Targa South West'. By entering the Event, all Competitors 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 22 – PROTESTS

Protests, if any, must be lodged in accordance with 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 23 – POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Event may be abandoned, postponed or cancelled for reasons of force majeure in accordance with NCR and / or NRSR.

APPENDIX I - RALLYSAFE

With the integration of the RallySafe system into Australian Targa/Tarmac rallying, it is very important that all Crews 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 Crews 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 and a new Crew Training Video showing all aspects of the system can be found here, <https://rallysafe.com.au/competitors-tm/>

RallySafe Installation Kits (inc. antenna, roll cage 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 – <https://shop.statusas.com/shop/category/rallysafe/> 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 Crew to fuse the supply with a five (5) amp fuse if they choose. The unit has its own internal circuit protection. When fitting the Rallysafe wiring, including the wiring for the antenna units, Crews must ensure that the wiring is not wrapped or secured outside the safety cage or in an area that may cause damage to the wiring if impacted in an incident.

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.

Fitment of the RallySafe unit to each competing vehicle must ensure its power supply and the proper connection of all aerials are continuous prior to the vehicle leaving the first Time Control of the day until the car reaches Parc Ferme at the end of each day or retires from the Event.

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.

Crews experiencing a problem with the RallySafe unit during the Event, 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 Rally HQ as well as logged internally to the unit; and will be dealt with appropriately by Event Officials. Any misuse of the equipment will result in the Crew being reported to the Stewards who may impose penalties that may go as far as exclusion.

Should a Crew 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 Crews' responsibility to return the RallySafe unit. Failure to do so will result in the Crew 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 online at <https://shop.statusas.com/shop/category/rallysafe/damage-waivers/> 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=EzA4zgyfZtq> - video showing the unit working in Jack Monkhouse's crash.