



SUMMARY OF TRIBUNAL RECOMMENDATIONS (Regulatory Changes)

Following the release of the Targa Review Panel findings on 28/3/23, we (TRCAA) have been contacted by a number of members seeking clarification on the effect the listed recommendations are likely to have on Tarmac Rally competitors.

To aid our members to develop an understanding of the impact in their own context, we have summarised the major changes that will be rolled out in response to the tribunal’s findings.

We encourage members to familiarise themselves with the report itself, particularly pages 66 – 80. While the pages before and after these give insight into the situation and the decision-making process, it is the recommendations made by the Tribunal that will determine the effect on individual competitors.

Readers are reminded that this document is the TRCAA’s summary of the changes and does not itself have any regulatory power.

Summary of Tribunal Recommendations (Regulatory Changes)	
Area	Changes
A: Course Design	<ol style="list-style-type: none"> 1. The course’s design must be assessed by a tarmac rally driver with considerable experience and proven outright results (MA competition checker) who will: <ul style="list-style-type: none"> • Assist with determining the suitability of a stage for inclusion (including hazard identification and barrier assessment – see below) • Assist with developing the Base Time and any target time • Assist with planning how/where hazard protection will be implemented • Assist with determining the target time on any warm-up stage(s) 2. In any competitive stages, locations must be identified: <ul style="list-style-type: none"> • where multiple accidents have historically occurred • OR where it is judged there is a high chance of an accident occurring • AND any hazard exists in the runoff area 3. All identified locations must be protected by either a physical barrier or a speed management device of some description 4. Identified locations must be signposted to a prescribed formula 5. Sections of road no longer considered suitable include very long straights, jumps and steep downhill sections. 6. Organisers may elect to include closed-road sections that do not match the above criteria, although these need to be run in (what is essentially) a non-competitive manner. 7. All course assessments must be completed prior to release of, and included in, reconnaissance information 8. A number of warm up stages must be included in each event, which will be: <ul style="list-style-type: none"> • (Essentially) Non competitive • Not feature an excessively slow target time

	<p>9. Communication between Rally HQ and officials must be possible at all points on the course.</p> <p>10. Electronic notice boards must be positioned before all stages showing relevant information to teams</p>
B: Competition	<p>1. All events must include a 130km/h category, with a 165km/h category highly recommended</p> <p>2. Organisers to consider likelihood of overtaking amongst other factors when deciding to seed events fastest to slowest or slowest to fastest.</p> <p>3. Competitors who cause an increased risk to others by dropping oil or causing significant damage to a safety barrier are required to remain at the scene and erect triangles etc to warn approaching crews of the hazard</p> <p>4. National Tarmac Rally championships are disallowed, however state-based championships may continue</p>
C: Competition Vehicles	<p>1. Vehicles with performance greater than FIA R5 cars may not be used</p> <ul style="list-style-type: none"> • Vehicles built to (essentially) any FIA or MA categories are allowed, although organisers have the ability to restrict eligibility for their individual events. <ul style="list-style-type: none"> ○ Note that most current classic cars will fit into the PRC or Club Rally Car categories and may use appropriate engines up to 1995. ○ Some turbo charged cars (with the exception of Rally1/WRC Cars) will need an intake restrictor to meet the requirements, a list of which will be produced by MA through ARCom (Australian Rally Commission) – See section D below. ○ The full method for assessing vehicle performance is yet to be finalised, however the report indicates Rallysafe data could be used. <p>2. Any commercially available fuel can be used, although organisers have the ability to restrict fuels for their individual events.</p> <p>3. All cars will need a “Type 3 ROPS” (full roll cage) – some allowances are given for cars entering 130km/h competition in 2023</p> <ul style="list-style-type: none"> • Note the facility exists to apply to MA to use a ROPS that does not fit the requirements if it is not possible to do so, however a ROPS of an equivalent standard will still be required. <p>4. Door foam will become mandatory in 2024</p> <p>5. Winged seats are mandatory, and from 2024 , they must be FIA homologated. FIA seat mounts are also strongly recommended.</p> <p>6. Competitors’ helmets must sit more than 50mm from any lateral bar in the ROPS and the top of the helmet must be at least 50mm below a line projected between the top of adjacent bars</p> <p>7. From 2024 all cars must be fitted with a plumbed-in “fire bomb”</p> <p>8. ABS can now be retrofitted to any car</p> <p>9. Competitors may be required to fit a low-cost Incident Data Recorder</p> <p>10. Vehicles must be fitted with in-car cameras, with footage made available to organisers on request</p>
D: Organiser and Regulator requirements	<p>1. MA must develop a Tarmac Rally specific safety course</p> <p>2. The Targa Technical Regulations have been revoked and MA have been tasked with preparing replacement regs to suit the tribunal’s recommendations</p> <p>3. ARCom has been tasked with preparing a list of eligible production cars which sit outside the FIA and MA category framework</p>

	<ol style="list-style-type: none"> 4. MA to commence negotiation with governments to allow tarmac-rally-specific wet weather tyres to be given approval for use in events (or full DOT approval). 5. Makeup of ARCom and the MA Tarmac Rally Working Group must now include Tarmac Rally competitors
E: Competitors	<ol style="list-style-type: none"> 1. All competitors must complete the new MA Tarmac Rally Safety course before entering a rally 2. Crew entering competitions above 130km/h must hold an MA International Rally licence. 3. Crews entering TSD or 130kmh competitions must hold a National Rally Licence, although they must comply with the Medical Assessment requirements of the International Licence (annual medical) 4. A tiered endorsement system will be devised, categorising which levels of competition (speed related) each licence holder may enter. <ul style="list-style-type: none"> • Grade C to allow TSD and 130km/h • Grade B to allow 165km/h • Grade A to allow outright competition <ul style="list-style-type: none"> ○ Grade A only to be granted to those with “considerable experience” and no history of repeated serious incidents ○ Note: Competitors over 70 must apply to ARCom and pass specific experience & medical testing to be granted a category A licence • A demerit system will be devised that requires the degrading of endorsement for competitors who excessively speed or repeatedly crash. 5. Competitors must prove that they can exit both sides of the competitive car in a nominated time. This extraction test must be performed annually in each car the competitor competes in. 6. A mentoring system will be setup for new competitors

The changes brought about through the MA Review process will impact Tarmac Rally Competitors in a variety of ways. As the competitor representative body, we will continue to assist competitors to navigate the challenges of preparing their return to competition. We look forward to driving forward the process of resuming our sport and setting it up to thrive in the coming years.

For further clarification on the impact of the MA Tribunal Report, contact TRCAA via

[TRCAA Member Email](#)