



Supplementary Regulations

**Motorsport Australia Permit
822/2711/01**



WELCOME MESSAGE

Welcome to the 2022 Shannons Adelaide Rally. The event is a 4-day event packed with spirited driving activities and competition. The event will run a course of near 220 closed road kilometres. The course has very low average speeds due to the technical and serpentine nature of the roads and are true "driver's roads".

Day one remains reserved for the Competition and Challenge cars but now represents the largest number of closed road kilometres of the four days.

Competition runs fastest to slowest on the road on day one and fastest to slowest after the Tours on Day 2,3 and 4.

A new Town Stage called Strath Town Stage has been developed and will be the signature spectator stage through the streets of Strathalbyn on Sunday 27th November. This combined with several spectator points will provide excellent viewing of the cars in action throughout the week.

A Prize Pool of \$10,000 is on offer to participants in various categories with the outright winner taking \$5,000 cash away and trophies.

The Adelaide TT category returns with impressive Tourist Trophies for the fastest interstate crews in Classic and Modern categories. We are expecting to see the best of the best return to compete in 2022.

The management team has expanded this year and we have taken on several specialist advisers who can be seen in the organisational committee list within the supplementary regulations.

We introduce Jake Alker as our Clerk of Course for 2022 and we have several new faces in the management team in support of Jake. Ivar Stanelis continues his involvement as Rally Director.

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.

Have a very safe and enjoyable event.

A handwritten signature in black ink, appearing to read 'Tim Possingham', written over a horizontal line.

Kind regards,
Tim Possingham
Owner/Director- Adelaide Rally

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EVENT PROGRAMME*

Day	Date/Time	Description	Location
		Entries open upon publication of these Regulations	www.adelaiderally.com.au
Wednesday	26th October 8:00PM	Entries Close	www.adelaiderally.com.au
Sunday	20th November 10:00AM – 4:00PM	Pre-Event Scrutiny	CMI Adelaide
Sunday	20th November 8:00PM	Start Order Posted	www.adelaiderally.com.au
Wednesday	23rd November		
	10:00AM	Parc Fermé opens for Vehicle storage	Adelaide Showgrounds
	5:30P	Competition and Challenge Briefing	Crowne Plaza Hotel
	7:45PM	Spirit Briefing	
Thursday	24th November 8:30AM 10:15AM 11:00AM	Official Start (Competition Classes) Prima Tour Briefing Prima Tour Start	Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds
Friday	25th November 9:30AM 10:35AM 4:30PM	Tour Start Competition Start Gouger Street Party	Adelaide Showgrounds Adelaide Showgrounds Gouger Street
Saturday	26th November 9:00AM 10:05AM	Tour Group Start Competition Start	Adelaide Showgrounds Adelaide Showgrounds
Sunday	27th November 9:15AM 10:20AM 12:15PM 3:00PM	Tour Group Start Competition Start Strathalbyn Lunch Adelaide Rally Finish	Adelaide Showgrounds Adelaide Showgrounds Strathalbyn Adelaide East End

*These times may change in the lead-up to the event, and will be duly communicated.

General Information																									
Rally Enquiries	<p>Jake Alker 0435 907 738 jake@adelaiderally.com.au www.adelaiderally.com.au</p>																								
Correspondence	<p>Address all correspondence to:</p> <p>C/O: The Clerk of Course Shannons Adelaide Rally Unit 6/22 Ware Street Thebarton SA, 5031</p>																								
Rally Headquarters	<p>Rally HQ will be situated at:</p> <p>Unit 6/22 Ware Street Thebarton SA, 5031</p> <p>Hours of Operation:</p> <table border="1"> <tbody> <tr> <td>Wednesday</td> <td>23/11</td> <td>07:00</td> <td>22:00</td> </tr> <tr> <td>Thursday</td> <td>24/11</td> <td>07:00</td> <td>22:00</td> </tr> <tr> <td>Friday</td> <td>25/11</td> <td>07:00</td> <td>22:00</td> </tr> <tr> <td>Saturday</td> <td>26/11</td> <td>07:00</td> <td>22:00</td> </tr> <tr> <td>Sunday</td> <td>27/11</td> <td>07:00</td> <td>22:00</td> </tr> <tr> <td>Monday</td> <td>28/11</td> <td>08:00</td> <td>12:00</td> </tr> </tbody> </table>	Wednesday	23/11	07:00	22:00	Thursday	24/11	07:00	22:00	Friday	25/11	07:00	22:00	Saturday	26/11	07:00	22:00	Sunday	27/11	07:00	22:00	Monday	28/11	08:00	12:00
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Monday	28/11	08:00	12:00																						
Official Notice Board	<p>The Official Notice Board will be electronic only*, and will available at:</p> <p>www.adelaiderally.com.au</p> <p>*The event may use other methods of communication with entrants, including Phone App and SMS.</p>																								
Media Enquiries	<p>Ryan Schembri Media Manager & Photographer Liaison 0437 766 609 ryan@prsphotos.com.au</p>																								
Abbreviations	<table border="1"> <tbody> <tr> <td>SR Article</td> <td>Supplementary Regulations Article</td> </tr> <tr> <td>NRSR EG</td> <td>National Rally Standing Regulations – Event General</td> </tr> <tr> <td>NRSR SSR</td> <td>National Rally Standing Regulations – Special Stage Rally</td> </tr> <tr> <td>NRSR VG</td> <td>National Rally Standing Regulations – Vehicles General</td> </tr> <tr> <td>NCR</td> <td>National Competition Rules</td> </tr> </tbody> </table>	SR Article	Supplementary Regulations Article	NRSR EG	National Rally Standing Regulations – Event General	NRSR SSR	National Rally Standing Regulations – Special Stage Rally	NRSR VG	National Rally Standing Regulations – Vehicles General	NCR	National Competition Rules														
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ORGANISATION

ARTICLE 1 – ORGANISATION

- 1.1 The **2022 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 Motorsport Australia, the National Rally Standing Regulations and Tarmac Rally Standing Regulations of Motorsport Australia, and these Event Supplementary Regulations and any authorised Further Regulations and Bulletins. In the event of conflict, these Event Supplementary Regulations as amended by any Further Regulations, together with any Bulletins, prevail.
- 1.2 This Event will be conducted under and in accordance with Motorsport Australia OH&S, MA Safety 1st, Legal and Integrity and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsport.org.au.
- 1.3 RallySafe data will be considered a Judge of Fact in relation to vehicle location and speed.
 - 1.3.1 The timing process for a Point-to-Point Stage is as follows:
 - a. Competition Vehicles arrive at Time Control (TC).
 - b. Vehicle is checked in at time control by official via the Race Commander Tablet.
 - c. Vehicle moves to Stage Start (SS).
 - d. Competitor's RallySafe unit receives Start time via the Race Commander 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 a "SLOW DOWN" sign, where the competitor is required to slow down.
 - i. Competitor then reaches a "STOP" sign, where they must come to a complete stop.
 - j. Officials record car details.
 - k. A "Rally Gate" (half-chicane) is located after each of the Stop Points.
 - l. Competitor then follows civil road laws to next Time control and/or Stage start.
- 1.4 The organiser of the 2022 Shannon's Adelaide Rally to take place on November 24th to 27th will be Rally One P/L ABN number 80 126 017 089.
- 1.5 The owner/promoter of the 2022 Shannon's Adelaide Rally is Massive Events Corp P/L ABN 55 984 494 841.
- 1.6 **Health and COVID-19 Restrictions & Requirements:**

In this new environment it is important we are recognising the health, safety and wellbeing of our competitors, organisers, officials and spectators.

Entrants must advise daily if their health situation changes and that the COVID Declaration they have signed is no longer valid.

If required by law at the time of the event, all crews will need to check-in via QR codes at all locations utilised by the Shannons Adelaide Rally, i.e. Parc Ferme, Regroups, Lunch Stops

If any interstate crews are impacted by COVID please contact rally organisers as soon as possible to discuss options. Please refer to Article 5.14 in regard to the refund policy.

1.7 OFFICIALS OF THE RALLY

Motorsport Australia Stewards	Steve Lisk (Chief)
Event Course Checker	Andrew Challen
Safety Delegate	Michael Smith
Competition Checker	Neal Bates
Medical Delegate	Dr. Rik Hagen

1.8 ORGANISING COMMITTEE

Rally Director	Ivar Stanelis
Clerk of the Course	Jake Alker
Deputy Clerk of the Course	Tamara Brice
Deputy Clerk of the Course	Iz Singe
Deputy Clerk of the Course	Trevor Fisher
Chief Safety Officer	TBC
Chief Medical Officer	Dr. Bill Monkhouse
Competitor Relations Officer (Chief)	James Whelan
Competitor Relations Officer	Liam Bache
Competitor Relations Officer	Geraldine Hough
Competitor Relations Officer	Bob Nason
Course Car Manager	Iz Singe
Results Manager	Garry Searle
Media Manager	Ryan Schembri
Communications Manager	Louis Coleshill
Chief Scrutineer	Ben Afford

All correspondence other than Entries, shall be addressed to:

C/O: The Clerk of Course
 Shannons Adelaide Rally
 Unit 6/22 Ware Street
 Thebarton
 SA, 5031

ARTICLE 2 – EVENT ELIGIBILITY AND DESCRIPTION

- 2.1 The 2022 Shannon's Adelaide Rally does not count towards any Motorsport Australia Championship.
- 2.1.1 The Competitive categories shall be Competition, Challenge, Heritage Trophy 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 and Heritage Trophy). The Prima Tour will run only on one day of the event (Thursday 24th November) and the Main and Spirit Tours will run over 3 days being Friday, Saturday and Sunday. The rally will include up to 40 Special Stages. Special Stage 1 will be run as a shakedown, and will 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 Challenge and Competition Categories. The Prima Tour will have a shorter transport route and finish of the Prima Tour shall be at approximately 4PM on Thursday 24th November.
- The **Main Tour and Spirit Tour** will consist of Legs 2, 3 & 4 in their entirety, subject to the course being suitable for these vehicles, whereby the organisers reserve the right to alter the course accordingly.
- All Special Stages and Liaisons will be on tarmac (excluding 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 2 weeks pre-event. The event will use 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.
- 2.3 The Competition will be run under four categories as follows:
- Competition
 - Challenge
 - Category S (Demonstration only)
 - Heritage Trophy (Handicap)
- The Tours will be run in three groups
- Prima Tour (Thursday only)
 - Main Tour (including manufacturer tours)
 - Spirit Tour
- 2.4 Competition in Legs 2, 3 & 4 will be conditional on the vehicle having started Leg 1. 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.
- 2.5 Special arrangements for participation in Legs 2, 3 & 4 may be made for Tour entrants, at the discretion of the Clerk of Course, in any 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 only, the organisers may permit changes of crew members during the rally, provided that the replacement crew member meets the requirements of these Supplementary Regulations.
- 2.6.1 **No crew member may be changed unless prior approval is sought from the organisers, and explicit approval has been given by the Clerk of Course.**
- 2.6.2 All competitors will comply with wristband requirements as prescribed by the organisers.
- 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 (Crew) 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 endorsed Licence. Both Crew members are required to belong to a Motorsport Australia Affiliated Car Club.

Apparel: Crew members must wear, as a minimum, the apparel outlined in the current Motorsport Australia Manual; Technical Appendix - Schedule D - Apparel at Tarmac Rally National 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 a penalty which may go as far as disqualification from the Event.

3.2 Challenge 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. Speed Licences can be purchased directly from Motorsport Australia. For assistance in arranging Motorsport Australia Speed Licences, competitors should contact their Club, the Rally Office and/or Motorsport Australia.

Apparel: Crews must wear, as a minimum, the apparel outlined in the current Motorsport Australia Manual; Technical Appendix - Schedule D Apparel for a Rally/Road at Tarmac Rally National level. 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 disqualification from the Event.

The Event has mandated that full harness seat belts (5-point harness minimum) be used by Challenge category entrants, and that crew wear a properly fitted Frontal Head Restraint to FIA 8858-2010 or 8858-2002 specification, as outlined in Schedule D of the Motorsport Australia Manual. Race seats must also be used, pursuant to Frontal Head Restraint requirements and specifications.

3.3 Spirit Tour

The minimum requirement for Driver and Co-Driver is a Motorsport Australia Speed Licence and membership of a Motorsport Australia Affiliated Car Club. Speed Licences can be purchased directly from Motorsport Australia. For assistance in arranging Motorsport Australia Speed Licences, competitors should contact their Club, the Rally Office and/or Motorsport Australia.

Note: Convertible vehicles are not permitted in the Spirit Tour except if fitted with a hard roof and rollover protection. Targa and Spyder type vehicles with factory fitted or integrated rollover protection are permitted. All vehicles manufactured before 1 January 1985 must be fitted with a safety cage, as a minimum, a Type 2 "half cage" in accordance with the Motorsport Australia Manual; Technical Appendix - Schedule J.

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

Helmet: The minimum standard for safety helmets is as per Motorsport Australia Manual; Technical Appendix - Schedule D Apparel, Level B. Apparel must be presented at Pre-Start Scrutiny. Gloves, Boots and Suits are highly recommended, but not mandatory. A crew member not wearing an approved helmet will not be permitted to start a special stage.

3.4 Main Tour

3.5 The minimum requirement for Driver and Co-Driver is a Motorsport Australia Speed Licence and membership of a Motorsport Australia Affiliated Car Club. Speed Licences can be purchased directly from Motorsport Australia. For assistance in arranging Motorsport Australia Speed Licences, competitors should contact their Club, the Rally Office and/or Motorsport Australia.

For entrants participating as part of a branded tour (E.g., Mercedes or Audi), in some cases licencing can be facilitated by the organising brand in conjunction with event organisers. Contact your branded tour group coordinator for more information on this.

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

3.6 Prima Tour

The minimum requirement for Driver and Co-Driver is a Motorsport Australia Single Use licence which is provided as part of the entry to the Prima Tour.

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

3.7 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 5-point harness minimum Type A in accordance with the Motorsport Australia Manual; Technical Appendix –Schedule I

Safety Cages and Rollover Protection: As a minimum, be a Type 2 "half cage" in accordance with the Motorsport Australia Manual; Technical Appendix - Schedule J.

3.8 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 Motorsport Australia Competitor Licence.

3.9 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).

3.10 Navigators/Co-Drivers or other Crew intending on driving the entered vehicle during the event must have filled out the application form seeking approval for permission to drive. A specific and accurate day and time, or specific stages that the different driver intends to drive must be contained within the 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 disqualified from the event. Refer Regulation 2.6.

3.11 Wristband requirements must be always maintained by competitors. Any breach of these requirements may be penalised at the discretion of the Clerk of Course.

3.12 **No person may change roles unless prior notification is made to the organisers and explicit approval has been given by the Clerk of Course.**

3.13 Driver Experience (except Main Tour and Prima 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 or must prove they have sufficient experience in detail when filling out the event entryform.

Basic Criteria for driving (relates to driver only) experience is set out below:

Spirit Tour- Must have driven the entered vehicle at speed on a circuit, or other speed event within the last 12 months or must have used the vehicle in the Main Tour Category of the event previously.

Challenge – Must have competed in Challenge Category or equivalent previously or must have participated in the Spirit Tour in the vehicle previously or at least two speed events or circuit events at speed in the vehicle.

Competition – Must have driven in Gravel or Tarmac Rally Competition Previously within the last 3 years or competed as a driver in Challenge Category or equivalent within the last 2 years.

The Clerk of the Course must be satisfied as to the acceptable motorsport driving experience of all crews. The Clerk of the Course reserves the right to refuse to permit a Driver or Navigator who, in their opinion, has failed to demonstrate sufficient motorsport competition experience from participating in his or her nominated category. The Clerk of the Course also reserves the right to downgrade any entry to a lower category.

Entries may be refused in accordance with the NCR's of the current Motorsport Australia Manual. Entrants may be directed to undertake training or additional briefings depending on experience.

ARTICLE 4 - VEHICLE ELEGIBILITY**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 Motorsport Australia 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 Motorsport Australia Manual; Technical Appendix - Schedule A and B. COMPETITION and CHALLENGE– all vehicles shall comply with ONE of the following technical regulations:

- 2022 Tarmac Rally Technical Regulations – Classic
- 2022 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.

NOTE: CHALLENGE vehicles have exemptions in relation to engine block type and material (free), Intercoolers (free), gearbox (free), intake pipework, intake manifolds and associated intake system components (all free), turbo manifolds (free) and wheel size and diameter (free).

NOTE: CHALLENGE vehicles with replacement turbochargers/superchargers or turbocharger/supercharger devices added to normally aspirated engines must provide dyno sheets and sign a legal statement in relation to the power level of the vehicle being less than 290 kw at the wheels for Modern Challenge vehicles and less than 220kw at the wheels for Classic Challenge vehicles.

CATEGORY S (DEMONSTRATION CATEGORY) - Entries in this category are accepted at the sole discretion of the organisers. Category S cars must meet General Safety requirements and, as a minimum, have rollover protection, seats, and harnesses, all complying with Motorsport Australia 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 and other speed limiting zones and must not exceed a top speed limit of 180kph on any closed road stage. Category S vehicles will not be eligible for trophies.

Each entrant in COMPETITION, CHALLENGE OR CATEGORY S is required to complete and submit a Vehicle Identity Form in the form which published on the Event website.

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

PRIMA TOUR – Must be road registered vehicles.

- 4.1.1(i) General Safety Requirements for COMPETITION, CHALLENGE and CATEGORY S CARS shall consist of:

- First Aid Kit - A weatherproof first aid kit complying with the current Motorsport Australia Manual – National Rally Standing Regulations
- Fire Extinguishers – compliant with the current Motorsport Australia Manual; Technical Appendix – Schedule H. Accepted fire extinguishers or systems include:
 - Plumbed-in fire extinguishers ('Fire Bombs' as well as hand held extinguisher
 - Hand-held fire extinguishers, securely mounted by a metal bracket, within reach of vehicle occupants when seated, with a total capacity of 2kg, and meeting Australian Standard S1841.5 – ABE Powder.

No specification of extinguisher is required for devices or systems fitted which are supplementary or additional to those required above.

- Reflective Hazard Triangles - complying with the current Motorsport Australia Manual – National Rally Standing Regulations.
- Harness Belt Cutter - each vehicle must carry two devices that are designed for the cutting of a safety harness. Each belt cutter must be mounted within easy access of the driver and the co-driver/navigator.

- 4.1.1(ii) General Safety Requirements for SPIRIT TOUR and MAIN TOUR vehicles 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 the Motorsport Australia Manual; Technical Appendix - Schedule I, which are properly adjusted, and must always be worn by crew members when the vehicle is in motion.
- First Aid Kit - A weatherproof first aid kit complying with the current Motorsport Australia Manual – National Rally Standing Regulations
- Fire Extinguisher - compliant with Schedule H of the current Motorsport Australia Manual; Technical Appendix – Schedule H.

Accepted fire extinguishers or systems include:

- Plumbed-in fire extinguishers ('Fire Bombs') in addition to a hand held extinguisher
- Hand-held fire extinguishers, securely mounted by a metal bracket, within reach of vehicle occupants when seated, with a total capacity of 2kg, and meeting Australian Standard S1841.5 – ABE Powder.

No specification of extinguisher is required for devices or systems fitted which are supplementary or additional to those required above.

- Reflective Hazard Triangles - complying with the current Motorsport Australia Manual – National Rally Standing Regulations.

4.1.1(iii) Any vehicle 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; OR
- the vehicle is to be reclassified; OR
- a minor ineligibility notice is issued, in accordance with Motorsport Australia NCR's; OR
- 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 disqualification will apply, in addition to any other penalty deemed appropriate by the Stewards.

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 documents deemed acceptable by the Clerk of Course or Stewards.

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 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 externally must have an additional tether fitted. Suction cups used internally must be fitted with a secondary measure of reinforcement. Cloth tape affixed around the suction cup will be accepted as a secondary reinforcement.

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 Motorsport Australia Log Book. Challenge and Category S cars do not require a log book.

4.3 Categories

All crews entering 2022 Shannons Adelaide Rally, will compete under one of the following four Categories of which awards will be presented;

- Challenge Classic
- Challenge Modern
- Competition Classic
- Competition Modern

Cars entered in Classic Competition shall also be eligible for the Heritage Trophy award. Category S, Spirit Tour, Prima Tour and Main Tour cars are not competing for awards

4.4 Classes

The organisers reserve the right to create class awards paired with capacity and year of manufacture. The details of which may be supplied in further regulations.

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 Motorsport Australia licensing and apparel requirements. Regardless of times posted, Category S competitors shall not be eligible for trophies or celebrated as Outright winners.

4.6 Fuel

Motorsport Australia; Technical Appendix - Schedule G permitted Commercial Fuel or Racing Fuel may be used.

E85 fuel is permitted.

4.7 Wheels and Tyres (for Competition Category only)

4.7.1 Maximum number of tyres permitted

A maximum of twelve (12) tyres are permitted for use during the Event. For those crews intending to use “drytyres in dry conditions, it is strongly recommended that they reserve from their maximum of 12 tyres at least 4 tyres suitable for use in wet conditions (eg, road tyres with rain grooves or “wet” R Formula tyres) and that these (and at least one spare of the same type) be pre-mounted on rims carried by their service crew such that they are available for immediate use should weather conditions change during a Leg.

All tyres must be legal for road use in Australia.

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 Motorsport Australia 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 Motorsport Australia 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 Motorsport Australia 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 Motorsport Australia 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 Motorsport Australia 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 prior to the start of the event at Parc Ferme, for tyres mounted on competing vehicles, and any available spares. Any additional spare tyres may be marked at service parks.

Scrutineers shall be considered judges of fact for all matters relating to wheels and tyres. 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 may apply.

4.7.7 Violation of road traffic laws when on open roads 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 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 NRSR VG in the current Motorsport Australia Manual; except vehicles without rear side glass, which 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 unless the entry is rejected by organisers.
- 5.2 On receipt of a fully completed and approved Event Entry Form via www.adelaiderally.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 - \$895
Main Tour - \$2365
Spirit Tour - \$2895 Challenge -
\$3395
Competition-\$4400

Prima Tour entry fees are required to be paid in full on application.

Please note: Payments made by credit card will be charged an additional transaction fee of 2.0%. Payments via bank transfer may be arranged by contacting the organisers.

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 Organisers, within 7 days of the entry being accepted.

All entry fees must be paid in full prior to the entries closing date of 26th October 2022. Competitors will only receive the Road Book after the Entry Fee has been paid in full.

5.5 **Payments will be accepted via credit card (Visa, MasterCard) or may be pre-arranged to be paid via bank transfer. Details are on the Official Entry Form.**

5.6 Entries open on the issue of these Supplementary Regulations

5.7 Entries close on October 26th at 8:00pm.

The number of entries will be limited to 440 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 or refuse 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) Motorsport Australia Public Liability and Personal Accident insurance for all crew members.
- b) Set of all official maps and/or Road Book route instructions
- c) Two door panels with car numbers, rally signage and any additional event sponsor decals as issued
- d) RallySafe vehicle tracking system hire (Unit Only)
- e) 2 x Finishers Medallions, presented to all finishers.
- f) Provision of the Rally Box

5.9 By entering the Event, Competitors and participants 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 and grass surfaces in Parc Fermé.

5.10 Crews also agree to pay for any damage they cause to 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 disqualification from this and future events which may affect participation in other events. Additional legal action will be taken to recover costs, as deemed necessary by the Organisers.

- 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 Motorsport Australia Manual – NCR's).

5.13 Alteration to Entries

- 5.13.1 The competitor may apply to change any crew member up until 5PM on Wednesday 23 November 2022, upon written application to the Organisers, and at the sole discretion of the Organisers. 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 downgrade the category (i.e., From Competition to Challenge), or withdraw, as applicable.
- 5.13.2 The entered/competing vehicle may be changed up until 5PM on Friday 18 November 2022, upon written application to the Organisers, and at the sole discretion of the Organisers. 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.

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

- Those unable to attend the event due to South Australian Government implemented border restrictions prohibiting fully vaccinated, entered crew members from entering South Australia at the time of the event are subject to a full refund of entry fees paid.
- Refunds requested prior to Close of Entries will be considered on a case by case basis. An admin fee of upto \$450 may be deducted from any funds already received or 100% of the fully paid entry fee may be credited towards the 2023 Adelaide Rally.
- If a refund is requested after the Close of Entries and greater than 7 days from the event starting, 60% of the entry fee may be refunded or 70% of the fully paid entry fee (including GST) may be credited toward an entry fee for Adelaide Rally 2023.
- If the withdrawal is requested within 7 days of the event starting then 50% of the entry fee may be refunded or 60% of the entry fee credited to Adelaide Rally 2023.
- Where credits are given towards the 2023 Adelaide Rally, should the credit not be used, there shall be no further credit or refund beyond the 2023 Adelaide Rally.
- In any case of credit, the \$500 deposit (as at 5.1) is non-refundable.

ARTICLE 6 – SERVICING AND REFUELLING

- 6.1 Only one official 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. Applications may be made for Service Crew stickers to Geraldine Hough on Geraldine.Hough@bigpond.com.
- 6.2 Up to eight persons per competing car starting the rally may register as Service Crew.
- (i) The speed of the cars in the Service Park shall not exceed 10km/h; failure to comply with this limit shall result in a penalty to the corresponding competitor which will be applied by the Stewards of the Meeting.
- 6.3 All Competition and Challenge vehicles will be placed into Parc Fermé at the end of each Leg.
- Under exceptional circumstances only, vehicles may be removed from the overnight Parc Fermé with the permission of the Organisers, to be 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 Friday, Saturday or Sunday morning and may 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.

Under NO circumstances is a competitive vehicle allowed to be serviced in parc feme. This includes, but is not limited to: jacking up of the vehicle, tyre changes, fluid or oil removal/ top up, etc.

Servicing must be completed in the service park in the North Eastern area of Victoria Park, Adjacent Wakefield Rd as per the map provided in the Guide to the Event. This must be done prior to returning the vehicle to Parc Fermé within the time allowed and cannot exceed late time without penalty.

- 6.5 Refuelling is only permitted at **service station forecourts along the route or Event organised fuel stops. Details of the locations of refuel zones and service parks will be provided in Further Regulations. 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 or Event organised fuel stops.**
 - (iii) Electric fuel pumps must comply with the relevant Standards Australia standard for pumping the specific fuels.
 - (iv) Decanting of fuel between containers may only be done at service station forecourt or bunded storage area.
 - (v) The Organisers strongly recommend either refuelling from service station pumps or a closed hand pump system.
 - (vi) The responsibility for refuelling is incumbent on the crew alone and must be done in a manner which ensures that no fuel is spilled.
 - (vii) Engines must be switched off throughout the refuelling operation.
 - (viii) 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.
 - (ix) The Organisers recommend that all service crew personnel wear neck to wrist to ankle fire resistant clothing, balaclava and fire-resistant gloves, all to an appropriate standard, during refuelling.
 - (x) It is recommended that an anti-static/grounding strap be connected between any fuel containers and the vehicle being refuelled.
 - (xi) 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.
 - (xii) 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 pending proof of the breach being supplied.**
- 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 or further regulations. 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 disqualification.
- 6.7 Competitors are reminded of bush fire dangers and the civil penalty for throwing lit matches, cigarettes, etc., from vehicles, intentional or un-intentional lighting of a fire, and for continuing with a faulty exhaust system. Such offences are punishable by fines of \$500, up to life imprisonment.

ARTICLE 7 – CREW BRIEFING

- 7.1 An online briefing and a physical briefing (or further virtual briefing, subject to Covid-19 restrictions) must be attended by Challenge, Competition, Category S & Spirit 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 and/or Further Regulations for time and location.
- 7.2 **All Competition, Challenge, Category S, and Spirit Tour Crews** (including Tour Leaders) are required to complete the online drivers briefing via the Event Portal -Failure to action these items voids participation in the event.
- 7.3 Tour participants will undertake daily briefings with their Tour Leaders prior to the start of the day's activities. Drivers must complete the online briefing via the Event Portal.
- 7.4 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 and place 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 should be kept to a maximum of 2 passes per stage per day.
- 8.2 The use of any entered vehicle for reconnaissance is forbidden where the vehicle is branded with any event branding, stickers, or signage supplied by the Event or Organisers.
- 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 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 or other enforcement agencies may be referred to the Stewards for consideration of further penalties, up to disqualification or exclusion.
- 8.5 The carrying of radar/laser detectors in the vehicle during reconnaissance is prohibited.
- 8.6 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's(i)(c) for an act prejudicial to motorsport. No refunds will be given in this case.
- 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 may be subject to further penalties as determined by the organisers, including refusal to allow the crew concerned to start the Event.
- 8.8 Before the commencement of competition all Crews in the Competition and Category S fields will be required to complete and submit a declaration that they have undertaken at least ONE pass of reconnaissance of each Special Stage. Crews who fail to submit such a declaration or who are discovered to have submitted a false declaration will be relegated to the Challenge category. This declaration must include whether pace-notes were of the crew's own writing, or commercially purchased (and if so, who from).
- 8.9 Competitors are reminded of the following excerpt from Motorsport Australia NRSR – SSR, Article 2.2:

"(a) Wherever the word "caution" is used in an instruction, its degree is indicated by the use of exclamation marks.

(b) One exclamation mark (!) indicates a hazard where no significant reduction in speed is required but where difficulty might be encountered if Crews were unaware of the hazard. Such hazards are marked in the Road Book only and are not signposted on the course.

(c) Two exclamation marks (!!) indicate a situation where damage to a vehicle or Crew could result from negotiating the hazard at speed.

(d) Three exclamation marks (!!!) indicate a severe hazard which cannot be negotiated without a significant reduction in speed.

(e) Whenever two or three exclamation marks are used in the instructions the hazard will be marked on the course by caution boards displaying the same symbols as red or black exclamation marks on a white background."

Every "caution" which appears in the Road Book has been endorsed by or included on the recommendation of the Motorsport Australia Competition Checker and the Course Checker. The identified hazard may be a feature of the road (eg. a bump or crest, change in camber, or narrowing of the road), or it may be an obstacle on the outside of a bend or a warning to crews that an unsighted hazard follows the caution (eg. a bend).

The providers of commercial pacenotes may use different symbols or terminology to denote a hazard. Crews must cross-check their pacenotes against the Road Book prior to the Event to ensure that every "caution" identified in the Road Book is marked accordingly in their pacenotes.

In accordance with the requirements set out in the Tarmac Rally Standing Regulations, all crews that are using Safety (Pace) Notes must declare that they have conducted as a minimum a single reconnaissance of each competition stage of the event.

In all cases it is for the crew to make their own assessment of hazards on the course, whether they are denoted as a "caution" or not.

ARTICLE 9 – MAPS

- 9.1 A Rally Event Map may be supplied with the Rally Box. Event Maps will also be available via www.adelaiderrally.com.au.

ARTICLE 10 – ODOMETER CHECK

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

ARTICLE 11 – DOCUMENTATION AND SCRUTINY

- 11.1 Crews are required to present current versions of the following items by way of upload through the Adelaide Rally event entry system.
- Motorsport Australia 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)- The disclaimer for a navigator without a civil license will be required in this instance.
 - Motorsport Australia-affiliated car club memberships (Driver and Co-Driver)
 - Motorsport Australia 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).
 - COVID-19 Declaration
 - Multi Occupancy Disclaimer (Subject to SA Health requirements at the time of the event)
 - Self Scrutiny Declaration and Checklist
 - Motorsport Australia Disclaimer
 - Medical Disclosure and Declaration
 - Vehicle Identity Form
- 11.2 Road books, service instructions, door panel and other event stickers and items, to be known as the “Rally Box”, must be collected from Rally HQ within the notified collection timeframe, unless otherwise negotiated with the Rally Director.
- 11.3 Event Scrutineering documents will be submitted online utilising the Adelaide Rally Motorsport Entry system. All Competition, Challenge and Category S vehicles are also required to attend Pre-Start Scrutiny at a time and location as outlined in the Event Program, or as advised in Further Regulations. Random scrutiny may be carried out during the Event by the Chief Scrutineer or their delegates.
- 11.4 Random Scrutineering will take place on Wednesday 23rd November for interstate and regional crews at Victoria Park. Service vehicles may enter Victoria Park for unloading of rally vehicles, on Thursday only.
- 11.5 Following the podium finish those vehicles selected for Post-Event Scrutiny, plus any others nominated by the Stewards of the Meeting, will proceed to a Post-Event Scrutiny location yet to be advised.
- 11.6 The remaining vehicles may leave the finish 30 minutes after the last car in their competition (Challenge or Competition) reaches the final control.
- 11.7 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.
- 11.8 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 at 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. Please advise a CRO as soon as possible if there are any reasons this is deemed not possible to assist with an alternative arrangement.
- 11.9 All competitors must fill out another self scrutiny declaration form or have their vehicle inspected by an Event Scrutineer before re-joining. 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 selected regroup locations or call the CRO for details or to arrange to meet with the Chief Scrutineer.
- 11.10 The Organiser reserves the right to fit Rallysafe units to randomly selected vehicles in the Main Tour for one or more legs in the Event.

RUNNING OF THE RALLY

ARTICLE 12 – PROLOGUE AND SS1

- 12.1 There will be no Prologue. Times for SS1 will not be included in the Results. A penalty of 1 minute will be given to a car that completes SS1 in under two minutes (00:02:00), or exceeds an average speed of 118km/h.

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 **Victoria Park**. 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, and travel under their own operational power. This means the use of trailers to transport vehicles is not allowed between special stages unless a breakdown or incident has occurred. In this instance, a trailer is permitted for transport outside of a special stage, but competitors must advise a CRO if either withdrawing from the event, or fixing the vehicle and re-joining at a later time.
- 13.3 The rally start Location and Time will be shown in the Event Programme.
- 13.4 The starting order for the rally will be at the Clerk of the Course's discretion.

Leg 1: Competition will start first with Category S and Challenge following fastest car first. The Prima Tour will follow the Challenge category, for select stages only.

Leg 2: Main Tour crews will start first, followed by the Spirit Tour, Competition, Category S then Challenge with the fastest vehicle starting first in each category

Leg 3: Main Tour crews will start first, followed by the Spirit Tour, Competition, Category S then Challenge with the fastest vehicle starting first in each category

Leg 4: Main Tour crews will start first, followed by the Spirit Tour, Competition, Category S then Challenge with the fastest vehicle starting first in each category.

- 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 **3:00PM on Sunday 27th November**. Further festivities will follow.
- 13.7 **Start Intervals –Competition, Category S and Challenge Category** cars will start each Special Stage at 30 second intervals. Spirit Tour cars will start each stage at 30 second intervals. Main Tour participants will start at approximately 4 second intervals.
- 13.9 **Overtaking- Tours, Competition, Category S & Challenge**

Tour entrants are forbidden from overtaking unless the vehicle being overtaken has slowed due to suffering a mechanical failure and indicates that overtaking is safe.

For Competition, Challenge and Category S, 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 – Competition, Challenge and Category S

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/ies:

- First offence for failure to permit overtaking: 1-minute penalty
- Second and each subsequent offence for failure to permit overtaking: \$500 and 2-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.

No overtaking is permitted within the 200m immediately preceding an RSP or speed restriction, or within such prescribed restrictions. The penalty for such overtaking is outlined in Section 15.2e.

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

13.11 **Oil Spills** on a special stage need to be advised at time control at the stop point of the special stage with an indication of location where possible. If there is an oil spill in Parc Fermé, please advise an official as soon as possible.

13.11.1 **Oil Absorbent Material**

Competitors in Challenge, Competition and Category S are required to carry in the rally car 1kg of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil absorbent material. An oil spill kit is not required for the Prima, Main or Spirit 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. Competitors 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 jake@adelaiderally.com.au with a – “Notification of Withdrawal from Rally, written advice” – or submit it to a Competitor Relations Officer. 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, restarting crews will be positioned on the road in the order in which they were placed at the start of the stage which they failed to finish.

For any stage missed, a crew may be given a derived time equal to the slowest time on the stage plus 3 minutes.

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. Upon application, the crew may be given a derived time plus 30 seconds in the first instance. If the crew remain behind the 999 car the crew will be given a derived time plus two minutes per stage missed, provided the crew remain within their late time limit. Crews are to record their own start and finish times as appropriate.

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 sweep car 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 apply for an derived time equal to the slowest time on the stage plus 2 minutes, 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 **1800hrs** of their intent to re-join will not be included in the Start Order for the following Leg.

ARTICLE 15 – CHICANES, RESTRICTED SPEED POINTS (RSP'S), RESTRICTED SPEED ZONES (RSZ), 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's for appropriate details and penalties.

'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 NRSR SSR the penalty for deviating from the course may be up to disqualification, see below.

"2.1 (a) NRSR SSR 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."

- 15.2 **RSP's (Restricted speed points) - also known as "Virtual Chicanes".**

RSP's will be deployed throughout the event, and the rules below must be complied with by all Crews in the Competition, Challenge, Category S and Spirit Tour categories. These are points where you will be required to slow down momentarily below 60km/h within 200m virtual box.

The following rules will apply:

- a) The RallySafe system will be used to determine the speed of the vehicle.
- b) The Rallysafe system will count the distance down from 300m away from the RSP and notify the navigator of the distance.
- c) Within the RSP zone the Rallysafe device will indicate the vehicle is in the zone.
- d) The RallySafe System will go green when you have reached the speed and may accelerate back to normal pace immediately after seeing the Green indicator on the Rallysafe device.
- e) Overtaking is not permissible within the Restricted Speed Point, or within the 200m immediately preceding the restriction. The penalty for overtaking within these regions will be 30 seconds.
- f) Vehicles must not impede another Driver.

RallySafe as a judge of fact, in conjunction with the Chief Scorer will enforce the following penalties for breaches by Competition and Challenge Crews within Restricted Speed Points:

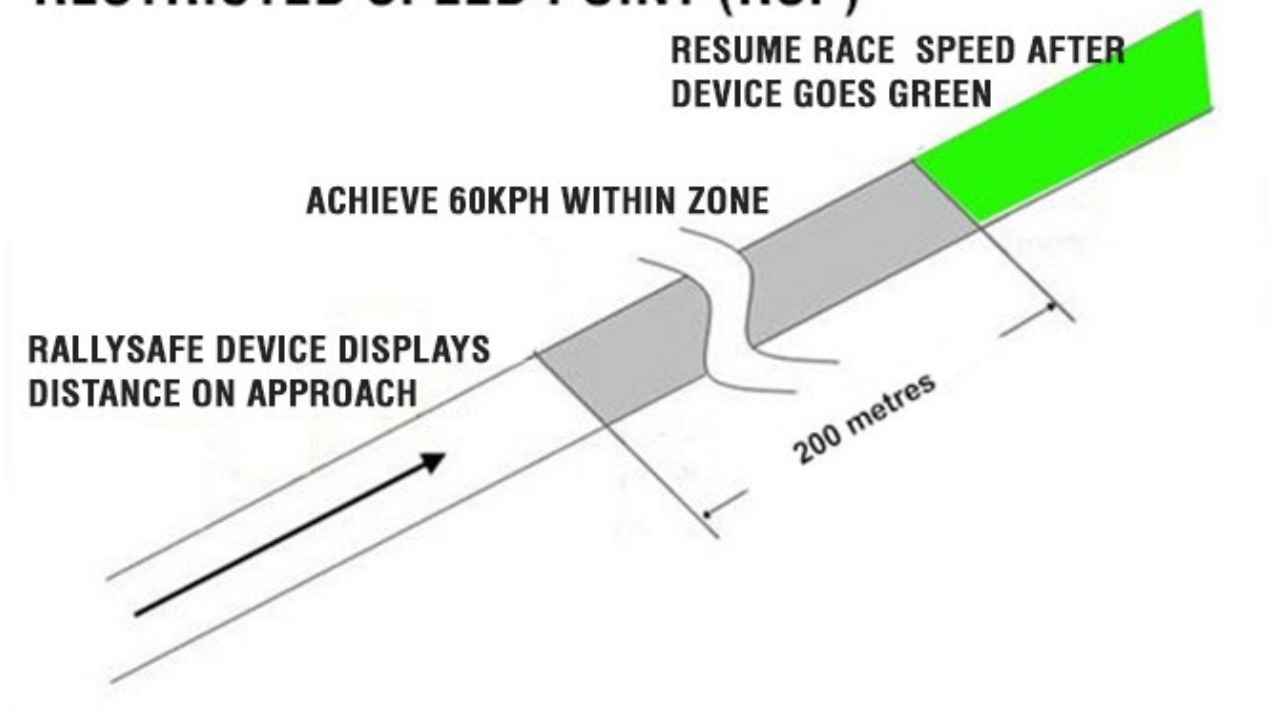
- a) Reported lowest displayed speed exceeding 60km/h but not exceeding 65km/h – a penalty of 5 seconds.
- b) Reported lowest displayed speed exceeding 65km/h but not exceeding 70km/h – a penalty of 15 seconds.
- c) Reported lowest displayed speed exceeding 80km/h - a penalty of 60 seconds.

Penalties above are awarded per offence recorded.

Crews in Category S or in Spirit Tour who fail to comply with RSPs may be referred to the Stewards for the imposition of a penalty with a recommendation for exclusion from the Event for recurring offenders.

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

RESTRICTED SPEED POINT (RSP)



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.
- 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.
- Should the electronic starting system fail, the start will be given manually by the officials.
- 16.3 **Service Crews** may not park within 200m 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.

These cars and crews will run over up to 3 of the same Special Stages as the rest of the rally field.

The cars will run over the closed road Special Stages as a non-competitive Parade 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. The Prima Tour event will finish when participants arrive at Deviation Rd Winery. The lunch event following is not deemed to be part of the Motoring event.

Crews in the Prima Tour are not permitted to use pacenotes and are required to follow the instructions in the Road Book provided by the Organiser. Crews in the Prima Tour discovered to be using pacenotes may be excluded from the Event.

Main Tour

A restricted field of up to 260 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.

The Main Tour is a non-competitive Parade.

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).

Crews in the Main Tour are not permitted to use pacenotes and are required to follow the instructions in the Road Book provided by the Organiser. Crews in the Main Tour discovered to be using pacenotes may be excluded from the Event.

Spirit Tour

Classic and Modern Vehicles will be invited to participate in the Spirit Tour over Legs 2, 3 and 4 of the Shannons Adelaide Rally. The Spirit Tour is non-competitive but has increased levels of safety apparel to match the elevated speeds of up to 120kph on closed roads.

Convertible vehicles without rollover protection and a hard roof fitted are not permitted. Targa and Spyder type vehicles are permitted provided they feature factory fitted or integrated rollover protection and vehicles manufactured prior to 1 January 1986 must be fitted with at least a Type 2 half roll cage.

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

Spirit Tour cars are limited to 120kph on closed road activities, where speeds will be monitored by Rallysafe. Participants exceeding 120kph, found to be engaging in exhibitionist driving or measuring or comparing times or otherwise driving in a manner not consistent with the non-competitive nature of the category will be referred to the Clerk of Course for any penalty deemed fit. This may be up to exclusion from the event and/or a financial penalty.

16.4.1 Road Books/Event Map

Road books/Event Map which provide comprehensive details of the course will be issued to crews with their rally box following close of entries.

16.4.2 Course

With the exception of vehicles in the Spirit Tour which shall be fitted with Rallysafe and start each Special Stage at 30 second intervals, Crews are required to follow the course in packets of up to approximately 15 vehicles, led by a tour leader.

16.4.3 Start Order

A list of entrants will be placed on the event website www.adelaiderrally.com.au. Tour groups and group orders may be adjusted after each Leg. The Tour Coordinator may change the order of a group at any time. The Start Location for the Tour groups will be from Parc Fermé. Crews are required to report to the Start Location, 30 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 Group Leader vehicle on the side of the road (**leaving an Emergency Lane open at all times**) as directed. The Tour Group 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. 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 Group 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 irrespective of the road being closed to public traffic. **Participants are not permitted to 'drop back' and then accelerate at high speed. Tour cars are to maintain a 4 second gap between the car in front and behind.** 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
- Excessive speed
- Limbs protruding from the vehicle
- Failing to comply with RSPs and RSZs

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 or delegate, 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 in any Tour Category is NOT Allowed unless the vehicle ahead is slowed or stopped due to a mechanical failure. If your vehicle is suffering with a mechanical issue impacting your ability to drive at touring or road speed, please advise the vehicle behind by using the indicators in your vehicle.

Participants are encouraged to liaise with the Tour Leader regarding running order within their packet to ensure that those Crews who wish to traverse the course at a slower speed are positioned at the rear of the packet.

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

17.1 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 (hh:mm:ss or h:mm:ss)

17.1.1 RallySafe Timing

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

17.1.2 Special Stage 1 (except tour)

The Stage Time for SS1 will NOT be included in the Results or published to allow crews to acclimatise to their car and traverse the various speed restrictions used within the event.

17.2 Time Penalties (except tour)

As per NSRC SSR except as provided for in Article 16.1

17.2.1 Late Time

Late time is time in excess of the defined touring time. Competition and Challenge crews have Late Time limit set for each leg of the day (please see schedule below) in which to complete the competition. Once a competition or challenge crew has exceeded the Late time for each leg, they have deemed to have missed time controls (even if they have passed through them) and would be penalised accordingly. "Time Allowed" is the time listed in the road book. If the touring/liaison leg is completed within this time there is no penalty, and any time in excess of this would count towards the allocated late time.

17.2.2 Late Time Limits

The Late time limit below is per Leg of the competition categories:

- a) **Competition** - 30 Minutes
- b) **Challenge** – 30 Minutes
- c) **Touring** – Late time not applicable

17.3 Missed Stages (except tour)

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 3 Minutes

17.4 Speeding during the Rally (Liaison Sections)

Crews are reminded that under the NRSR SSR the following penalties will apply for speeding during the rally.

(1) For offences up to 30km/h above the relevant liaison speed limit (NRCSR EG) –

- 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 (NRSR EG) -

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

Detection of speed limits may be through notification from the Police, Rally Radar 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, the following speed limits will be enforced:

Posted Speed Limits will apply to **Prima Tour**.

120km/h applies to **Spirit Tour** entrants while on closed road stages.

130km/h applies to **Challenge** entrants while on closed road stages.

180km/h applies to **Category S** entrants while 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.

Those Crews in the Main Tour who are selected by the Organiser to run a RallySafe unit in their vehicle will be provided with a temporary mounting system. They must cooperate with RallySafe personnel in the fitment of the unit and ancillaries.

17.5.1 Maximum Speed Limit Penalties – (Challenge)

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

Generally:

- Up to 10 kph above the speed limit – 5 second penalty
- Over 10 kph above the speed limit - 15 second penalty
- Over 25kph above the speed limit – 30 second penalty

Exceed speed limit by over 35kph on any one occasion: Disqualification.

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

17.5.2 Maximum Speed Limit Penalties – (Spirit Tour)

Speed will be restricted to 120kmh (Spirit)

1st Offence: Crews reported exceeding the category limits stated above for more than 10 seconds OR 15kph over the category limit momentarily will receive a formal verbal warning to the crew. Repeat offenders exceeding their category limit for more than 10 seconds or exceeding the category limit by 15kph may be excluded from stages or the event at the discretion of the Clerk of Course.

2nd Offence:

- Up to 15 kph above the speed limit - \$100
- Over 15 kph above the speed limit - \$300

3rd Offence or exceed speed limit by over 35kph on any one occasion: Exclusion.

None of the above shall preclude the Organisers placing a charge before the Stewards 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.

17.6 Allocated Time (Except Tour)

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.

Crews are advised that if they are required to stop to assist at an accident, a derived stage time will be calculated and applied in response to losing time for having to stop. Such claims must be made to a CRO no later than one hour after booking in to the end of Leg control. It is the crew's responsibility to provide full details of the accident (time arrived, time departed, car numbers of vehicles involved, other vehicles stopped at the scene).

Derived times will be awarded by the Clerk of the Course to a crew which has been prevented by the event organisers and/or an incident as outlined below in point i) from contesting or completing a Special Stage under its own motive power.

i) In the instance of a vehicle having to stop at an incident or being required to stop in a special stage by an official; a derived time will be allocated based on the crew's average finishing position within the Overall Competition field on the previous three stages or as otherwise determined by the Clerk of the Course.

ii) In the instance of a vehicle that has had to slow or stop on consecutive stages for any of the reasons noted in point i), the last three completed stages without stopping at an incident will be used for the purposes of calculating the derived time on all subsequent stages where the vehicle stopped.

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

17.7 Parc Fermé (except Tour)

Provisions of NRSR SSR 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 being received.

ARTICLE 19 – INSURANCE

Although Motorsport Australia Licence holders are covered by Motorsport Australia 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 Motorsport Australia 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 benefits 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 MA 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/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 or 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.

In the instance where a vehicle has stopped on a competitive road 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.

In the event of an incident the crew involved MUST follow the incident protocol ensuring their reflective triangles are out and visible to oncoming crews as well as the SOS (Red) or OK (green) boards in a visible spot. It is also important that if a vehicle stops in a special stage for any reason, the co-driver is required to select the relevant option on the RallySafe ensuring they are advising OK or SOS if required via the unit.

Crews should refer to RallySafe Training Video at www.rallysafe.com.au/2013/02/competitors.

Any Crew which has the red "SOS" sign displayed to them or sees a car which is stopped within a special stage but is not displaying the green "OK" sign or red "SOS" sign shall immediately and without exception stop to render assistance if necessary.

If a Crew member requires assistance but is unable to display an SOS sign, they are to stand in a safe position and signal to a following vehicle using a crossed arms gesture.

All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

Any Crew which is able to but fails to comply with this rule will be reported to the stewards who may impose penalties. A derived time can be provided to those in competition categories as per article 17.6.

Recovery of Vehicles Stopped on Stage

Any vehicle stopped in a stage is a hazard for subsequent rally traffic.

In the event of a vehicle stopped in a stage which cannot continue under its motive power, recovery crew will be despatched by the Event to remove the vehicle to, in the discretion of the recovery crew, the end of the stage or to a location within the stage where it does not obstruct or present a hazard for subsequent rally traffic.

Typically, this will require a tow strap to be attached to the stopped vehicle to drag it backwards and/or forwards depending on the circumstances. Pulling a stopped vehicle with a tow strap may cause damage to a vehicle or cause further damage to an already damaged vehicle. Organisers take no responsibility for damage to any vehicle in the process of recovery.

If a vehicle cannot be towed, a flat bed tow vehicle will be despatched to recover the vehicle and remove it to a safe location. It is the responsibility of the Entrant to thereafter relocate the vehicle at their cost. Winching the vehicle onto the tow vehicle or to a position where it can be loaded onto the tow vehicle and/or unloading the vehicle may result in damage to the vehicle or further damage to an already damaged vehicle.

All vehicles entered in the Challenge, Competition and Category S categories are required to be fitted with a clearly marked tow point or tow strap at the front and rear of the vehicle. Entrants of vehicles in the Main Tour, Spirit Tour and Prima Tour are encouraged to fit a tow anchor point to mitigate the risk of damage to bodywork or suspension in the event that recovery crew intervention is required.

The recovery crew and the Organiser attract no liability for any damage sustained to a stopped vehicle in moving or attempting to move it to another location and the entrant of the vehicle holds harmless the recovery crew and the Event from any liability for such damage and, if not the vehicle owner, indemnifies the recovery crew and the Event for any liability to the vehicle owner for such damage.

ARTICLE 21 – ALCOHOL, DRUGS AND OTHER SUBSTANCES

The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au.

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

It is a condition of entry that any 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 '2022 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 the NCR's. 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. These protests must be lodged with a Competitor Relations Officer and any payments made if applicable.

ARTICLE 24 – POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Event may be abandoned, postponed, or cancelled for reason of Force Majeure or safety, in accordance with the NCR's.

The Organiser may retain up to 25% of the Entry Fee (further to the non-refundable deposit) if Competition is cancelled for reasons of Force Majeure, including COVID-19 restrictions, border restrictions, or directions of Government which significantly affect the event.

ARTICLE 25 – PRIZES, TROPHIES AND AWARDS**25.1 Shannon's Adelaide Rally Prize Pool**

- a) **Winner of the Shannon's Adelaide Rally** - \$5,000.00
- b) **Adelaide Rally TT (Tourist Trophy)** - \$2,000.00 payable to the highest placed finisher residing outside of South Australia
- c) **Shannon's Challenge winner** – \$1,000.00
- d) **Shannon's Heritage Trophy winner** – \$1,000.00
- e) **Shannon's Classic Competition Winner** – \$1,000.00

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

Adelaide TT (Modern)

1 st	Trophies
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Adelaide TT (Classic)

1 st	Trophies
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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

Under 2 Litre Trophy (Classic and Modern Competition Combined)

1 st	Trophies
2 nd	Trophies
3 rd	Trophies

King of the Mountain Award (All competitive categories) – Fastest time up Mount Lofty Stage

1. The Organisers reserve the right to:
 - i) combine classes of similar Technical Regulations and Capacity.
 - ii) add to the awards up to the start of the Event.
2. To be eligible for the Team Awards, competitors must nominate a team of three vehicles by emailing tim@adelaiderally.com.au. 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 24th November at 12 midday via email to tim@adelaiderally.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.

Organisers reserve the right to issue additional prizes for sub-categories as they see fit.

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, then adding an extra capacity penalty and then multiplying it by the number of Kms per stage.

The Penalty Factor is determined by dividing the calculated 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. Then if the vehicle has a capacity exceeding 2000cc an additional figure is added to the penalty factor being the number of CC/s divided by 1500. Noting that the multiplication factor for rotary and turbocharged engines applies (swept volume x1.7 for turbo/supercharged engines and x 1.8 for rotary engines)

For example, a Ford XY GT Falcon would have a Penalty Factor of $5763 / 1524 = 3.78$ plus a capacity penalty of 3.84 bringing this to an overall penalty factor of $3.78 + 3.84 = 7.62$

A Hillman Imp would have a Penalty Factor of $998 / 725 = 1.37$ and does not have an additional capacity penalty. 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 39.6 second penalty applied and the Hillman Imp a 7.12 penalty applied thus delivering an advantage to the Hillman Imp.

APPENDIX I - 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 at <https://rallysafe.com.au/competitors-tm/>, including a competitor training video showing all aspects of the system.

RallySafe Installation Kits (incl 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 – <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 Parc Ferme on Wednesday 23rd November by Rallysafe staff. Any incorrectly installed kits must be rectified prior to the event starting.

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.
- 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, 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](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=EzA4zgyfZtq> - video showing the unit working in a crash.