

#### Authority

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

Motorsport Australia Safety 1<sup>st</sup> and Risk Management Policies, which can be found on the Motorsport Australia website at [www.motorsport.org.au](http://www.motorsport.org.au).

The event will be known as the SHANNONS ADELAIDE RALLY and hereinafter referred to as the EVENT. It will run under Motorsport Australia Permit (820/2811/01) which will be displayed at the Start of the Event



## **Supplementary Regulations Motorsport Australia Permit (820/2811/01)**



## WELCOME MESSAGE

Welcome to **2020 Shannons Adelaide Rally** The event is designed as a 4-day event packed with spirited driving activities and competition.

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

The 2020 Shannons Adelaide Rally uses a series of closed road stages up to 20km long, with a total competitive distance of almost 170km. There are up to 30 stages planned. The closed road stages are highly technical, serpentine and challenging hill climb-style roads.

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

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

Tour categories get started on Thursday morning.

Combined, all category entries are expected to eclipse the 324 entries received in 2019, making the Shannons Adelaide Rally possibly the largest tarmac rally field in Australasia for 2020.

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

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

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

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

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

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

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

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

Kind regards

A handwritten signature in black ink, appearing to read 'Ivar Stanelis', with a horizontal line underneath.

Ivar Stanelis  
Clerk of the Course / Rally Event Director

## LIST OF CONTENTS

## CONTENTS

Article 1 – Organisation .....	6
Article 2 – Event Eligibility and Description .....	8
Article 3 – Competitor Eligibility .....	8
Article 4 – Vehicle Eligibility .....	11
Article 5 – Entry Form, Entries and Entry Fee .....	14
Article 6 – Servicing and Refuelling .....	16
Article 7 – Crew Briefing .....	17
Article 8 – Reconnaissance .....	17
Article 9 – Maps .....	17
Article 10 – Odometer Check .....	17
Article 11 – Documentation and Scrutiny .....	18
Article 12 – Prologue .....	19
Article 13 – Running of the Rally .....	19
Article 14 – Retirement and Re-joining Rally .....	20
Article 15 – Chicanes, Restricted Speed Zone, Virtual Chicane and Course Markers .....	20
Article 16 – Controls and Parc Fermé .....	22
Article 17 – Scoring Penalties .....	24
Article 18 – Results (except Tour CATEGORIES AND CATEGORY S) .....	25
Article 19 – Insurance .....	26
Article 20 – Emergency Procedures/Yellow Flags/RallySafe .....	26
Article 21 – Alcohol, Drugs and Other Substances .....	26
Article 22 – Copyright .....	27
Article 23 – Protests .....	27
Article 24 – Postponement, Abandonment or Cancellation .....	27
Article 25 – Prizes, Trophies and Awards .....	28
APPENDIX I – VEHICLE SIGNAGE DIAGRAM .....	29
APPENDIX II - RALLYSAFE .....	30
APPENDIX III – SPECIAL STAGE LAYOUT / MARKINGS .....	31
APPENDIX IV – CATEGORY DESCRIPTIONS .....	32

**EVENT PROGRAMME (TBC)**

Day	Date/Time	Description	Location
		Entries open upon publication of these Regulations	
<b>Sunday</b>	<b>25<sup>th</sup> October</b> <b>8:00pm</b>	Entries Close	Secretariat
<b>Sunday</b>	<b>21<sup>st</sup> November</b> <b>10am- 5:30pm</b> <b>8:00pm</b>	Pre-Event Scrutineering Start Order Posted	TBA Online
<b>Wednesday</b>	<b>25<sup>th</sup> November</b> <b>8:00am</b> <b>11:00pm</b> <b>12:00pm</b> <b>7:00pm</b>	Interstate Scrutineering & Documentation Drivers Briefing (Competition Classes) Official Start (Competition Classes) Drivers Briefing (Tour Groups)	Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds
<b>Thursday</b>	<b>26<sup>th</sup> November</b> <b>8:20am</b> <b>8:40am</b> <b>9:30am</b>	Tour Start Competition Start Prima Tour Start	Adelaide Showgrounds Adelaide Showgrounds Adelaide Showgrounds
<b>Friday</b>	<b>27<sup>th</sup> November</b> <b>8:00am</b> <b>8:30am</b> <b>5:00pm</b>	Tour Group Start Competition Start Gouger Street Party	Adelaide Showgrounds Adelaide Showgrounds
<b>Saturday</b>	<b>28<sup>th</sup> November</b> <b>8:30am</b> <b>9:00am</b> <b>6:00pm</b>	Tour Group Start Competition Start Event Finish and Podium Presentation	Adelaide Showgrounds Adelaide Showgrounds East Terrace

## General Information

<b>RALLY ENQUIRIES:</b>	Telephone: 0418 834 311 Email: <a href="mailto:ivar@rallysa.com.au">ivar@rallysa.com.au</a> Website: <a href="http://www.adelaiderally.com.au">www.adelaiderally.com.au</a>
<b>CORRESPONDENCE:</b>	Address all correspondence to: Rally One U6 22 Ware St Thebarton  No responsibility will be accepted by the organisers for any correspondence sent to any other address
<b>RALLY HEADQUARTERS:</b>	<b>Unit 6 – 22 Ware St Thebarton.</b> Hours of operation from: Wednesday 7:00 am 10:00 pm Thursday 7:00 am 10:00 pm Friday 7:00 am 10:00 pm Saturday 7:00 am 10:00 pm Sunday 7:00 am 10:00 pm Monday 8:00 am 12:00 pm Telephone No. 0431 306 015 Geraldine Hough <b>Or 0418 834 311 Ivar Stanelis</b>
<b>OFFICIAL NOTICE BOARD:</b>	The Notice Board will be Electronic ONLY at <a href="http://www.adelaiderally.com.au">www.adelaiderally.com.au</a>
<b>MEDIA ENQUIRIES:</b>	Wayne Hough Media Accreditation Manager & Photographer Liaison Mobile: 0448 889 000 Email: <a href="mailto:wayne.hough@bigpond.com">wayne.hough@bigpond.com</a>
<b>ABBREVIATIONS</b>	SR Article Supplementary Regulation Article NRC EG National Rally Code / Events General (Motorsport Australia Manual) NRC SSR National Rally Code / Special Stage Rallies (Motorsport Australia Manual) NRC VG National Rally Code / Vehicles General (Motorsport Australia Manual) NCR National Competition Rules (Motorsport Australia Manual)

## ORGANISATION

### ARTICLE 1 – ORGANISATION

- 1.1 The **2020 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 Code, the Tarmac Rally Standing Regulations, and these Event Supplementary Regulations and any authorised Further Regulations and Bulletins.

This Event will be conducted under and in accordance with Motorsport Australia OH&S, MA Safety 1<sup>st</sup> and Risk Management Policies, which can be found on the Motorsport Australia website at [www.motorsport.org.au](http://www.motorsport.org.au)

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

- a. Competition Vehicles arrive at Time Control (TC)
  - b. Vehicle is checked in at time control by official via the RaceCommander Tablet
  - c. Vehicle moves to Stage Start (SS)
  - d. Competitor's RallySafe unit receives Start time via the RaceCommander Tablet
  - e. Competitor prepares for Start time and proceeds into stage once the allocated time has come.
  - f. Competitor makes way through stage until Flying Finish (FF)
  - g. Once Competitor passes flying finish, the clock is stopped, and time is sent to rally officials.
  - h. Competitor then reaches the Slow Point, this is displayed by a "SLOW DOWN" sign, where the competitor is required to slow to 10 KM/H to pass rally officials, or, in the case of cars in any competition field, STOP.
  - i. Officials record car details
  - j. Competitor then follows civil road laws to next Time control and/or Stage start.
- 1.2 RallySafe data will be considered a Judge of Fact in relation to vehicle location and speed.
- 1.3 The Motorsport Australia Permit Number authorising the event is TBA
- 1.4 The organiser of the 2020 Shannons Adelaide Rally to take place on November 25<sup>th</sup> to 28<sup>th</sup> will be Rally One P/L ABN number 80 126 017 089
- 1.5 The owner/promoter of the 2020 Shannons Adelaide Rally is Massive Events Corp P/L ABN 55984494841

- 1.6       **OFFICIALS OF THE RALLY**  
            MA Stewards of the Meeting Roger Brown (Chief)  
            Event Checker Andrew Challen
- 1.7       **ORGANISING COMMITTEE**  
            Clerk of the Course / Rally Event Director Ivar Stanelis  
            Event Secretary Geraldine Hough –  
            Deputy Clerks of the Course Rob Coppins, Trevor Fisher, Scott Thompson  
            Competitor Relations Officers Chloe Bojko, Mike Coley, Ian Neville  
            Chief Medical Officer TBA  
            Results Manager Garry Searle  
            Media Manager Wayne Hough  
            Communications Manager Peter Hughes  
            Chief Scrutineer Ben Afford  
            Chaplain David Vaughan  
            Chief Safety Scott Thompson  
            WICEN Louis Coleshill

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

The Event Secretary  
Geraldine Hough  
Address: U6 – 22 Ware St  
Thebarton S.A 5031  
Email:-  
[geraldine.hough@bigpond.com](mailto:geraldine.hough@bigpond.com)  
Mobile: - 0459 839 446

**ARTICLE 2 – EVENT ELIGIBILITY AND DESCRIPTION**

- 2.1 The 2020 Shannons 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 26<sup>th</sup> November) and the Main and Spirit Tours will run over 3 days being Thursday, Friday and Saturday. The rally will include up to 34 Special Stages. Special Stage 1 will be run as a shakedown, and NOT be included in the Results.
- The **Prima Tour** will consist of several closed road stages, all of which will be part of the main event route travelled by the Main Tours and Competition. The Prima Tour will have a shorter transport route and finish of the Prima Tour shall be at approximately 3pm on Thursday 26<sup>th</sup> November.
- The Main Tour and Spirit Tour** will consist of Leg 2 & 3 & 4 in their entirety and will traverse the same route as the competition categories.
- All Special Stages and Liaisons will be on tarmac (save a short section of gravel following the Bradbury and Scott Bottom Stage). The Event Itinerary will be in the Road Book, which will be available to all competitors via the Rally Box, delivered to their nominated address, or picked up from the Rally office at U6-22 Ware St Thebarton
- 2.3 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.
- 2.4 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 tour groups
  - Spirit Tour
- 2.5 Competition in the Leg 2 & 3 & 4 will be conditional on the vehicle having started Leg 1 but not necessarily finishing. If a crew withdraws from a Leg, competition in the following Legs will only be available to those crews who notify a Competitor Relations Officer in writing of their intention to restart prior to 1900hrs the previous day.
- Special arrangements for participation in Leg 2,3 & 4 may be made for Tour entrants at the discretion of the Clerk of Course in the case where the Tour entrant could not take part in every Leg traversed by the Tour. Tour entrants are not deemed to be part of the Competition
- 2.6 Under exceptional circumstances the organisers may permit changes of crew members during the rally, provided that the replacement person meets the requirements of the Supplementary Regulations. **No person may be changed unless prior notification is made to the organisers and explicit approval has been given.**
- 2.7 Unauthorised changes of crew members will be reported to the Stewards, and a penalty may apply

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

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

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

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

**3.2 Challenge Category Competitors**

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

**Apparel:** Crews must wear, as a minimum, the apparel outlined in **Schedule D Rally/Road Tarmac Multi-Club** of the current Motorsport Australia Manual. Apparel must be presented at Pre-Start Scrutiny. Failure to wear appropriate



apparel when competing on a Special Stage will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as exclusion from the Event.

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

### 3.3 Spirit Tour

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

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

**Helmet:** The minimum standard for safety helmets is as per Motorsport Australia Schedule D Apparel, Level B. Apparel must be presented at Pre-Start Scrutiny. Failure to wear appropriate apparel when competing on a Special Stage will result in a recommendation to the Stewards of the Meeting of a penalty which may go as far as exclusion from the Event. Crew are required to wear a helmet while driving on all Stages. Gloves, Boots and Suits are highly recommended but not required.

### 3.4 Main Tour

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

### 3.5 Prima Tour

The minimum requirement for Driver and Co-Driver is a Motorsport Australia Single event 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.

### 3.6 Challenge Category Vehicles

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

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

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

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

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

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

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

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

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

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

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

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

The Clerk of the Course must be satisfied as to the acceptable motorsport driving experience of crews.  
Entries may be refused in accordance with NCR 83 of the current Motorsport Australia Manual.

**ARTICLE 4 – VEHICLE ELIGIBILITY****4.1 General**

- 4.1.1 The Event is intended for Production Cars, categorised as Classic and Modern Sports Cars, Sedans and Utility Vehicles, being four-wheeled vehicles, capable of legally carrying 2 persons minimum. **Only Closed Cars will be eligible for entry in Competition, Category S or Challenge Categories** The acceptance of entries of Low Volume cars as defined by 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 Schedule A of the current Motorsport Australia Manual and the Motorsport Australia National Rally Code.

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

- 2020 Tarmac Rally Technical Regulations – Classic
- 2020 Tarmac Rally Technical Regulations - Modern
- Targa Australia Technical Regulations
- Group 3C - Production Rally Cars (PRC)
- Classic Rally Car Regulations
- Historic Rally Car Regulations
- Group G2 Regulations

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

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

CATEGORY S (DEMONSTRATION CATEGORY) - Entries accepted at the discretion of the organisers. Category S cars must meet General Safety requirements and as a minimum have rollover protection, seats and harnesses complying with 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 speed limits and must not exceed a top speed limit of 180kph on any closed road stage.

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

PRIMA TOUR – Must be road registered vehicles.

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

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

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

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

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

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

- 4.1.3 At all times the onus of proof of eligibility of the vehicle and/or components, whether options or not, shall be the responsibility of the competitor by way of homologation papers, parts manuals, workshop manuals and/or other acceptable documents.

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

4.1.5 The Organisers reserve the right not to accept a vehicle and/or vehicle/driver combination. Acceptance of a specific vehicle in a previous event year or another similar event shall not mean that the vehicle will be automatically accepted for this event.

4.1.6 Vehicles will be grouped into Classes of similar Technical Regulations and Capacity. Challenge crews will not be moved into Competition Category.

4.1.7 For CHALLENGE, COMPETITION and CATEGORY S cars, vehicle battery locations are to be indicated on the outside of the vehicle, in a position as close to the internal battery location as is possible. The location marker shall be a Blue Triangle measuring 150 mm along each side.

4.1.8 If a video or any other type of camera is carried in a competition vehicle during Special Stages where the camera is a small separate unit (e.g. "Go Pro" or "Lipstick" style), it need not be fitted inside a cradle, but the camera shall be mounted securely in a location that does not interfere with head or body protection in the possible event of rollover.

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

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

#### 4.2 **Competition Category Vehicles**

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

#### 4.3 **Categories**

All crews entering 2020 Shannons Adelaide Rally, will compete under one of the following five Categories of which awards will be presented

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

Cars entered in Classic Competition shall also be eligible for the Heritage Trophy award.

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. Note that regardless of the times posted, Category S competitors shall not be celebrated as Outright winners

#### 4.6 **Fuel**

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

#### 4.7 Wheels and Tyres (for Competition Category only)

##### 4.7.1 Maximum number of tyres permitted

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

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

4.7.2 Notwithstanding Articles 7.11(e), (m), (n) and (o) of the 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 at scrutineering;

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

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

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

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

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

#### 4.8 Numbers and Signage

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

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

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

**ARTICLE 5 – ENTRY FORM, ENTRIES AND ENTRY FEE**

- 5.1 Intending competitors are required to submit the Entry Form, which shall be accompanied by a Deposit of \$500 or the Entry Fee in full. The Deposit is non-refundable after the close of entries.
- 5.2 On receipt of a fully completed and approved Event Entry Form ([www.adelaiderally.com.au](http://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 - \$625  
Main Tour - \$1745 or \$1545 if paid in full before June 30  
Spirit Tour- \$2345 or \$2145 if paid before June 30  
Challenge- \$2545 or \$2345 if paid before June 30  
Competition-\$3145 or \$2995 if paid before June 30

An 'Early Bird' entry discount will be available as per the table above. To be eligible for the discounted price the entry fee must be paid in full by or before June 30, 2020.

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 Event Secretary, within 7 days of the entry being accepted.

All entry fees must be paid in full prior to the entries closing date of 25<sup>th</sup> October 2020. 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 PayPal) 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 25<sup>th</sup> at 8:00pm.

The number of entries will be limited to 340 including the Prima Tour. Entries will be accepted and confirmed based on date order of receipt of the completed Entry Form and associated deposit or full fees paid.

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

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

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

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

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

Crews also agree to pay for any damage they inflict on fences and other structures upon written demand from the organisers. Failure to pay will be reported to the Stewards and a penalty may be applied – up to exclusion from this and future events and possible termination of Motorsport Australia licencing which may affect the participation in other events

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

### 5.13 Alteration to Entries

- 5.13.1 The competitor may change any crew member upon written notification to the Organisers at the organisers' discretion at or before 25<sup>th</sup> October 2020. Substituted crew members' licences and other documentation shall be fully in order for acceptability in the category entered. If there is a discrepancy, the Competitor (entrant) will either must downgrade the category (i.e. From Competition to Challenge), or withdraw, as applicable.
- 5.13.2 The entered/competing vehicle may be changed upon written notification to the Organisers and at the organisers' discretion before 25<sup>th</sup> October 2020. Should the eligibility of the substituted vehicle be unacceptable, the Organisers reserve the right to reject the substituted vehicle without explanation or alternatively re-classify the entered vehicle from the Competition Category to Challenge or Invitational Category. The substituted vehicle shall be satisfactorily scrutineered to be eligible for acceptance.
- 5.13.3 Any change of vehicle after the start of the event will result in the entry being changed to Invitational, see Article 4.5

### 5.14 Entry Refunds

Entry withdrawals will only be accepted in writing.

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

- Refunds requested PRIOR to Close of Entries will be considered on a case by case basis. An admin fee of up to \$450 may be deducted from any funds already received.
- If a refund is requested after the Close of Entries, 50% of the fully paid entry fee (including GST) may be credited toward an entry fee for Adelaide Rally 2021

**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 per competing car. **This sticker and registration of the vehicle may be obtained by application in writing to [ivar@rallysa.com.au](mailto:ivar@rallysa.com.au)**
- 6.2 Up to eight Service Crew members per competing car starting the rally may register.
- (i) The speed of the cars in the Service Park shall not exceed 15km/h; failure to comply with this limit shall result in a penalty applied by the Stewards of the Meeting.
- 6.3 All Competition and Challenge vehicles will be placed into Parc Fermé at the end of each Leg.
- In exceptional circumstances vehicles may be removed from the overnight Parc Fermé with the permission of the Organisers and taken to a workshop or other place of vehicle repair. Written approval is required from the Competitor Relations Officer before the car is to depart Parc Fermé. These vehicles must return to the Overnight Parc Fermé by 0700hrs on Thursday, Friday or Saturday morning and 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.
- 6.5 Refuelling is only permitted in the event-designated Refuel Zones **or from pumps at service stations along the route. 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.**
- (iii) Electric fuel pumps must comply with the relevant Standards Australia standard for pumping the specific fuels.
- (iv) Fuel shall be stored in the refuel zone during the operation of the Service Park.
- (v) Decanting of fuel between containers may only be done in a refuel zone or bunded storage area.
- (vi) Any action inside a refuel zone not directly involved in the refuelling of the competing vehicle is prohibited.
- (vii) In all refuel zones, a 5km/h speed limit applies.
- (viii) The Organisers strongly recommend either refuelling from service station pumps or a closed hand pump system. The responsibility for refuelling is incumbent on the crew alone and must be done in a manner which ensures that no fuel is spilt.
- (ix) Engines must be switched off throughout the refuelling operation.
- (x) It is recommended that the crew remain outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened and door open.
- (xi) The Organisers recommend that all Service Personnel wear neck to wrist to ankle fire resistant clothing, balaclava and fire-resistant gloves, all to an appropriate standard, during refuelling.
- (xii) It is also recommended that an anti-static/grounding strap be connected between any fuel containers and the vehicle being refuelled.
- (xiii) In the event of a breakdown, the car concerned may be pushed out of the refuel zone by the crew members, officials and team members without incurring any penalty. An external battery may be used immediately before the exit of the refuel zone away from any refuelling activities.
- (xiv) Any breaches of the refuel regulations will be reported to the Stewards of the Meeting for consideration of a penalty of up to 30 seconds per offence**
- 6.5.1 A Supplementary Refuel may be located along the Route. Specific details of these locations will be provided in the Road Book and Rally Guide 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 exclusion.
- 6.7 Competitors are reminded of bush fire dangers and the civil penalty for throwing lighted matches cigarettes etc. from vehicles, and for continuing with a faulty exhaust system.

#### ARTICLE 7 – CREW BRIEFING

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

#### ARTICLE 8 – RECONNAISSANCE

- 8.1 Reconnaissance of the course will be permitted from the date of issue of the Reconnaissance Notes and will be based on designated markings on the road delineating each stage. In the interest of community relations, Reconnaissance should be kept to a maximum of 2 passes per stage per day.
- 8.2 The use of Competition Rally Cars with event signage affixed for reconnaissance, including but not limited to door panels, numbers and windscreen banners is forbidden for the period 6 weeks prior to the event. Competition vehicles without event signage affixed may undertake reconnaissance of up to 1 pass per stage per day. Breaches of this regulation will be reported to the Stewards for their action which may include exclusion.
- 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 may be referred to the Stewards of the Meeting for consideration of further penalties up to 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 183(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.

#### ARTICLE 9 – MAPS

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

#### ARTICLE 10 – ODOMETER CHECK

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

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

- 11.1 Crews are required to present current versions of the following items at Documentation: (unless lodged with entry form)
- 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)
  - 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).
- 11.2 Documentation will be available at the Rally Office during opening times and must be completed prior to presentation of that vehicle for scrutiny:
- Team Managers may represent crews at Documentation
- Documentation will also be carried out at Rally Box pick up, and at the various briefings
- 11.3 Road Books, Service Instructions, Door Panels and other event stickers will be sent to the competitors nominated address in the Rally Box two weeks prior to the Event. The Rally Box may also be picked up by arrangement
- 11.4 Vehicles must be presented for scrutiny at:
- For all entrants (Arts 105 & 203.7.2) in Adelaide Rally or Adelaide Showgrounds as follows:
- TBA
- Pre Scrutineering may involve cars, tyre marking and crew apparel.
- An attendance schedule will be published and distributed prior to the day.
- Vehicles must present for scrutiny according to a schedule to be published in a Bulletin.
- 11.5 Final Scrutineering will take place on Wednesday 25<sup>th</sup> November for interstate and regional crews at Adelaide Showgrounds, location TBA. Service vehicles may enter Adelaide Showgrounds for unloading all rally vehicles (Wednesday only).
- Crews must email the Chief Scrutineer, before taking up this offer, stating preferred time.
- 11.6 Following the podium finish those vehicles selected for Post-Event Scrutiny, plus any others nominated by the Stewards of the Meeting, will proceed to the Post-Event Scrutiny location to be advised
- 11.7 The remaining vehicles may leave the finish 30 minutes after the last car in their competition (Challenge or Competition) reaches the final control.
- 11.8 Competitors are advised that any in-car video or moving film cameras must be installed in the vehicle prior to scrutineering so that the camera and its mounting can be inspected.
- 11.9 All competitors must make provision in their competition vehicle for the RallySafe tracking system. Installation instructions will be available on [www.rallysafe.com.au](http://www.rallysafe.com.au) and in the Rally Guide.
- All competitors must have a RallySafe wiring loom, antenna and mounting kit. These items can be purchased directly from the RallySafe website [www.rallysafe.com.au](http://www.rallysafe.com.au) .
- The correct functioning and installation of the equipment will be checked prior to departing for the Ceremonial Start.
- Should a competitor retire, they must return the tracking unit to the RallySafe officials in the Service Park as soon as possible. The tracking units will be removed from the rally cars at the final Parc Fermé. Competitors are required to assist with this process.
- 11.10 All competitors must have their vehicle inspected by an Event Scrutineer before re-joining (see SR Article 14.1 and NRC SSR 8). If a vehicle has been involved in an accident it must be inspected by an Event Scrutineer before being removed from the event. There will be a scrutineer at the end of most stages or call Rally Secretary for details.

## RUNNING OF THE RALLY

### ARTICLE 12 – PROLOGUE

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

### ARTICLE 13 – RUNNING OF THE RALLY

- 13.1 **Ceremonial Start for Competition vehicles (Competition, Challenge, Category S) only:** The Organisers will locate an assembly area at **Adelaide Showgrounds**. Ceremonial Start is TBA. It is the crews' responsibility to ensure that their vehicle departs on time
- 13.2 Once the Event has started, all competing vehicles must be driven.
- 13.3 The rally start Location and Time will be shown in the Event Programme.
- 13.4 The start order for the rally will be at the Clerk of the Course's discretion and will be largely based on previous performance. For Legs 2,3,4 the Tour crews will start first, followed by the Spirit Tour, Competition and Category S, with the slowest vehicle starting first.
- 13.5 The Re-Start Order for each subsequent Leg will be posted on the Official Notice Board at 2100hrs on the preceding day. The start order will be based on the performance of previous Leg/s at the Clerk of the Course's discretion.
- 13.6 The first car will finish the rally at **East Terrace, Adelaide** at approximately **4:30pm** on **Saturday 28<sup>th</sup> November** with Podium Finish starting at approximately **5:30pm**.
- 13.7 **Start Intervals – Challenge, Category S & Competition Category** cars will start each Special Stage at 30 second intervals. For the duration of the Rally there will be an appropriate gap allocated after the Challenge Crews to maintain a safe gap to the Competition Crews. Tour participants will start at approximately 5 second intervals.
- 13.9 **Overtaking**

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

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

#### Failure to Permit Overtaking

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

- First offence for failure to permit overtaking 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.

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

#### 13.11 Oil Spills

##### 13.11.1 Oil Absorbent Material

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

##### 13.11.2 Damaged Motor Resulting in an Oil Leak

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

**ARTICLE 14 – RETIREMENT AND RE-JOINING RALLY**

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

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

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

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

For any stage missed, a crew will be 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 enter their own start and finish times on the Time Card.

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

- 14.3 Any crew who stops on a Special Stage and is passed by the 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 **2000hrs** of their intent to re-join will not be included in the Start Order for the following Leg.

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

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

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

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

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

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

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

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

The following rules will apply:

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

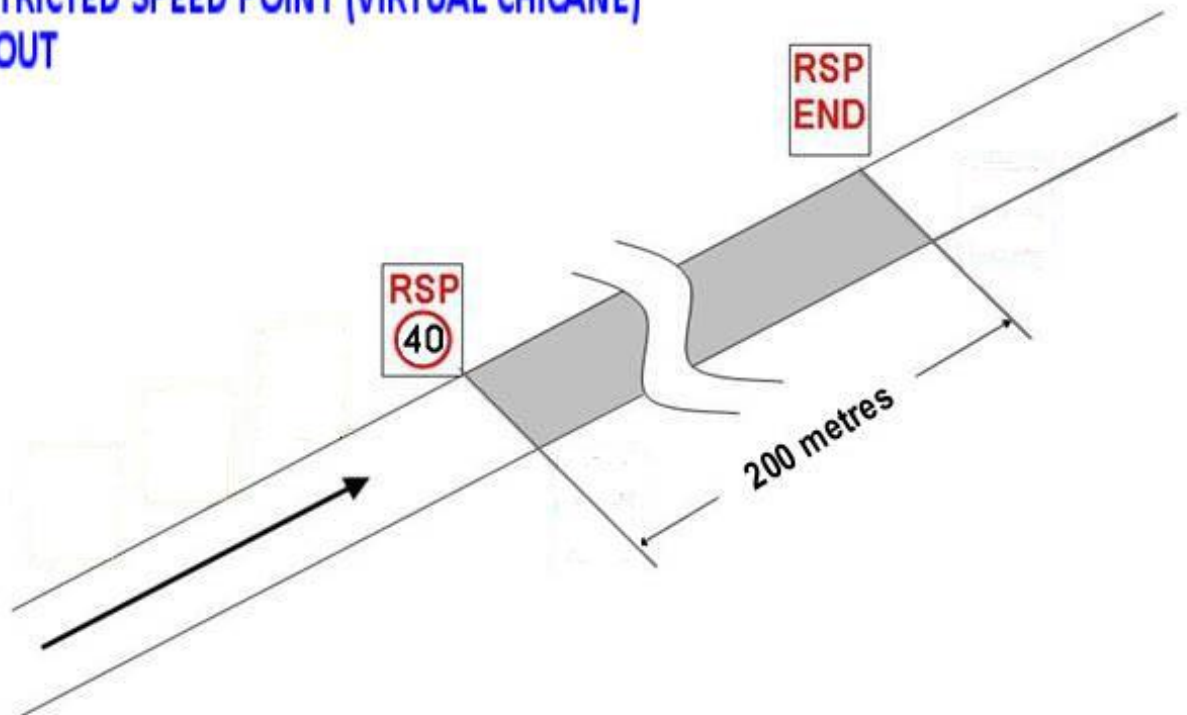
RallySafe as a judge of fact, in conjunction with the Chief Scorer will enforce the following penalties for breaches within a Restricted Speed Points:

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

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

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

#### RESTRICTED SPEED POINT (VIRTUAL CHICANE) LAYOUT



**ARTICLE 16 – CONTROLS AND PARC FERMÉ**

- 16.1 **Entry into Time Control and Start Control:** The Official Rally Time will be displayed on the Competitors RallySafe Unit. Early or late arrival at a Time Control will not involve a time penalty. However, late time will accrue at the rate of 1 second for each second of time taken more than the time allowed. Late time cannot be regained by early arrival at any time control.
- Crews who arrive early at a Time Control may be held by the Control Official to start in the order of the published Start List for that Leg.**
- Crews will be “booked in” when they drive past the Yellow Clock Board into the Control Area. Co-Drivers are NOT to walk into the Control area. Both Driver and Co-Driver must be in the car with helmets on, driving suits done up, belts on and ready to rally.
- On moving to the Start Control the Timekeeper will allocate you a Start Time and your attention should then be directed to the RallySafe Clock.
- 16.2 **Special Stage Starts:** The RallySafe Unit will give crews a countdown to their start time for that stage. The RallySafe Unit will record if there was a jump start. The breaking of the beam prior to the start signal shall also be deemed to be a jump start.
- Should the electronic starting system fail, the start will be given manually by the officials.
- 16.3 **Service Crews** may not park within 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 100 vehicles will be invited to participate in the Prima Tour as part of leg 2 of the Shannons Adelaide Rally. The Prima Tour will be an event within an event with its own identity and branding. It will be a great experience with participants enjoying the freedom of driving on several closed roads

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

These cars and crews will run over up to 6 of the same Special Stages as the rest of the rally field.

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

**Main Tour**

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

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

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

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

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

**Spirit Tour**

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

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

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

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

Spirit Tour cars are limited to 120kph on closed road activities, speeds will be monitored by Rallysafe. Participants exceeding 120kph will be referred to the Clerk of Course for any penalty. 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. Rally boxes will be sent to the crews nominated address. Someone needs to be present to sign for the Rally Box.

**16.4.2 Course**

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

**16.4.3 Start Order**

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

**16.4.4 Stages****At start of stages:**

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

**Through Stages:**

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

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

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

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

**16.4.5 Stage Stop**

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

**16.4.6 Overtaking**

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

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

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

17.1.1<sup>(except Tour)</sup> **RallySafe Timing**

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

17.1.2<sup>(except Tour)</sup> **Special Stage 1**

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

17.2<sup>(except Tour)</sup> **Time Penalties**

As per NRC SSR except as provided for in Article 16.1

17.3<sup>(except Tour)</sup> **Missed Stages**

For any stage missed, except as provided for in Article 14.2 and 14.3, a crew will be allocated a time equal to the slowest time on that stage by a vehicle of the same category plus 3 Minutes

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

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

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

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

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

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

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

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

17.5 **Maximum Speed Limits**

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

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

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

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

.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: -

1<sup>st</sup> Offence: up to 10 kph above the speed limit – 4 second penalty

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

2<sup>nd</sup> Offence: up to 10 kph above the speed limit - 10 second penalty

Over 10 kph, but < 20kph above the speed limit – 20 second penalty

: over 20 kph above the speed limit 30 second penalty

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

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

17.5.2 **Maximum Speed Limit Penalties – (Spirit Tour)**

Speed will be restricted to 120kmh



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

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

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

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

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

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

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

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

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

#### 17.6(except Tour) **Allocated Time**

Further to SR Articles 14.2, 14.3 and 17.3, crews will be allocated a time if they are required to Stop and render assistance to a competitor.

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.

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(except Tour) **Parc Fermé**

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

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

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

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

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

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

**ARTICLE 19 – INSURANCE**

Although 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 benefit is payable in respect of the Medicare gap between the payment by Medicare and the charge incurred".

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

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

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

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

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

**ARTICLE 21 – ALCOHOL, DRUGS AND OTHER SUBSTANCES**

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

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

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

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

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

**22.2 On-board Camera**

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

**22.3 Advertising and Promotion**

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

All advertising, sales promotion and publicity material produced by Entrants, crew members or their agents must refer prominently to the correct title of the Event where this is appropriate. The correct title is '2020 Shannons Adelaide Rally'. By entering the Event, all Entrants and crew members specifically agree to abide by this regulation. Where used, the official Event logo and associated words must be used and approval for such use provided by the Organisers. Artwork is available from the Organisers.

**ARTICLE 23 – PROTESTS**

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

**ARTICLE 24 – POSTPONEMENT, ABANDONMENT OR CANCELLATION**

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

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

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

**Competition Category (Classic)**

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

**Challenge Category (Modern)**

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

**Challenge Category (Classic)**

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

**Team Awards**

1 <sup>st</sup> Team	Trophies
----------------------	----------

**Heritage Trophy (Handicap within Classic Competition)**

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

**Under 2 Litre Trophy (Classic and Modern Competition Combined)**

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

**Modern 2WD Trophy (Modern Competition)**

1 <sup>st</sup>	Trophies
2 <sup>nd</sup>	Trophies
3 <sup>rd</sup>	Trophies

- The Organisers reserve the right to:
  - combine classes of similar Technical Regulations and Capacity.
  - add to the awards up to the start of the Event.
- To be eligible for the Team Awards competitors must nominate a team of three vehicles by emailing [ivar@rallysa.com.au](mailto:ivar@rallysa.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 25<sup>th</sup> November at 12 midday via email to [ivar@rallysa.com.au](mailto:ivar@rallysa.com.au)

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

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

The Penalty time is determined by firstly determining a penalty factor for each competing vehicle, 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 actual engine capacity measured in cc's in the competing vehicle by the amount in Kilograms of the STANDARD unmodified version of the vehicle type, model and variant. 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 2000.

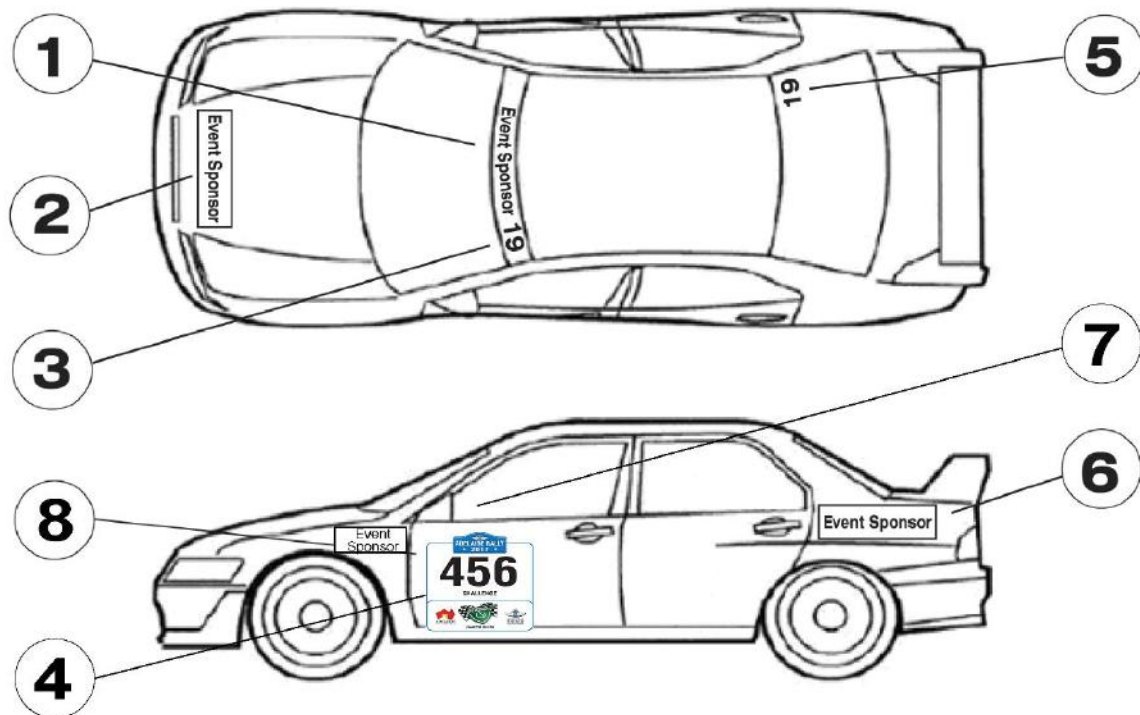
For example a Ford XY GT Falcon would have a Penalty Factor of  $5763 / 1524 = 3.78$  plus a capacity penalty of 2.88 bringing this to an overall penalty factor of  $3.78 + 2.88 = 6.66$

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 34.6 second penalty applied and the Hillman Imp a 7.12 penalty applied thus delivering an advantage to the Hillman Imp.

### APPENDIX I – VEHICLE SIGNAGE DIAGRAM



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

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

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

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

Area 5: Number Supplied

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

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

Area 8: 15 cm H x 50 cm W – **TBA**

**NOTE:** All Event supplied stickers MUST be affixed (without modification) to the vehicle according to these location instructions. Refer to section 4.7 for penalties. Should you have any difficulties in applying these stickers as outlined here on your vehicle, please consult the Event Director prior to scrutiny.

**APPENDIX II - RALLYSAFE**

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

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

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

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

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

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

RallySafe has substantial benefits for both competitors and organisers including:

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

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

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

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

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

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

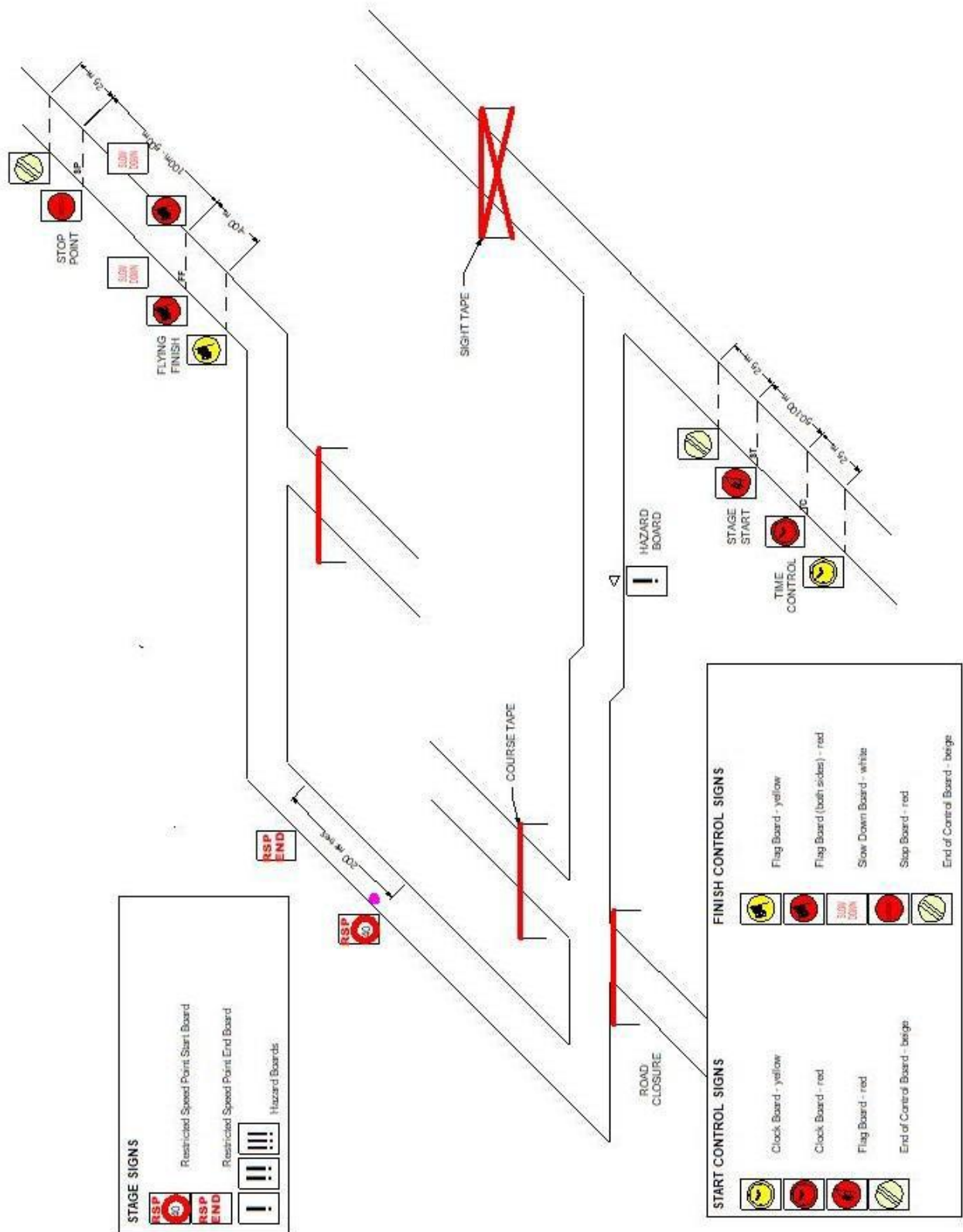
For information on the RallySafe System can be seen in these videos:

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

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

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

**APPENDIX III – SPECIAL STAGE LAYOUT / MARKINGS**



**APPENDIX IV – CATEGORY DESCRIPTIONS****Prima Tour**

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

**Main Tour**

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

**Spirit Tour**

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

**COMPETITIONS:****Adelaide Rally Challenge**

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

**Adelaide Rally Shannons Competition**

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

**Adelaide Rally Category S (Demonstration Only)**

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

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