

ARRC

CAMS AUSTRALIAN RALLY CHAMPIONSHIP

2019 CAMS Australian Rally Championship®

Sporting and Technical Regulations



Version 1

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2019 CAMS Australian Rally Championship® – Sporting and Technical Regulations – Version 1
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CONFEDERATION OF AUSTRALIAN MOTOR SPORT

MEMBER OF

CAMS Australian Rally Championship® Sporting and Technical Regulations

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PART 1 – SPORTING REGULATIONS

1. PREAMBLE

Each event in the 2019 CAMS Australian Rally Championship® (ARC) shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of CAMS, the National Rally Code (NRC), the Sporting and Technical Regulations published for the ARC and the Supplementary Regulations using the format approved by CAMS and published by the Organiser of each event.

Where there is any conflict between these regulations and the NRC these regulations shall take precedence.

1.1 Australian Rally Championship®

- (a) The ARC shall consist of each rally event listed in Article 3 - Championship Schedule.
- (b) Each event shall be either a Compact, Sprint or Endurance Event as per the following:
 - (i) A Compact event shall consist of two competitions (Heats), both taking place within the same day and each with their own results. Reconnaissance of the route shall be available on one of the preceding days. Competition in the second Heat shall be conditional upon an automobile having started in the first Heat but not necessarily as being classified as having finished that Heat.
 - (ii) A Sprint event is to be conducted over a minimum of two days and shall consist of two competitions (Heats) with each heat to be held over a minimum of a single day and each with their own results. Reconnaissance of the route shall be available on one of the preceding days. Competition in the second Heat shall be conditional upon an automobile having started in the first Heat but not necessarily as being classified as having finished that Heat.
 - (iii) An Endurance event shall be considered to be one competition over the full period of the event together with additional competitions over each Leg and shall publish separate results for each competition. An event of this type shall be conducted in conjunction with a FIA International event and the relevant FIA regulations shall take precedence.

1.2 Australian Rally Manufacturers' Championship

The Australian Rally Manufacturers' Championship shall consist of each rally event as listed in Article 3 - Championship Schedule.

2. ADVERTISING & PROMOTION

- (a) By entering any event in the ARC any person and/or corporation agrees to refer to it only by its full title, being the "CAMS Australian Rally Championship®" or the "CAMS Australian Rally Manufacturers' Championship".
- (b) Any advertising or promotional matter must include the relevant full title.
- (c) Each automobile entered in any event in the ARC shall be required to provide each area outlined in Appendix A to these Sporting Regulations for the purpose of compulsory advertising.
- (d) The text of this advertising shall be clearly indicated in the Supplementary Regulations for each event or in a Bulletin before the start of the event.
- (e) Competition numbers shall be supplied by the Organisers of each event.
- (f) Each item of signage shown in the Supplementary Regulations for each event shall be affixed to the automobile prior to passing pre event scrutiny and remain on the automobile for the duration of the event. Failure to meet this condition shall result in the competitor being referred to the Stewards for consideration of a penalty.

3. CHAMPIONSHIP SCHEDULE

The 2019 CAMS Australian Rally Championship® and the 2019 CAMS Australian Manufacturers' Championship shall be conducted over the following event schedule:

	Date - 2019	Event	State	Event Type
1	5 – 7 April	Forest Rally	WA	Sprint
2	11 May	National Capital Rally	ACT	Compact
3	21 – 23 June	Rally Tasmania	TAS	Sprint
4	24 – 25 August	Eureka Rush	VIC	Compact
5	20 - 22 September	Adelaide Hills Rally	SA	Sprint
6	15 – 17 November	Rally Australia	NSW	Endurance (FIA WRC Event)

4. CREW

- (a) Under the CAMS/MSNZ Trans-Tasman agreement, each New Zealand competitor competing under this agreement, and holding a current and valid Tasman Visa, may substitute the equivalent MotorSport New Zealand Competitor (Entrant), Driver & Co-driver Competition licence. Membership of a CAMS affiliated club shall not be required for a MotorSport New Zealand licence holder.
- (b) Points in the Championships, including ARC 2, shall only be awarded to the holder of a competition licence issued by either CAMS or MotorSport New Zealand, in order of their finishing position. For allocation of points, a placing achieved by a holder of a licence issued by an ASN other than CAMS or MotorSport New Zealand shall be disregarded. For the purposes of point scoring, the Driver and Co-driver shall be treated separately.
- (c) Each Crew must present a valid version of the following items at Documentation if applicable:
 - (i) CAMS Pass Book/Competition licence (Competitor [Entrant], Driver and Co-driver);
 - (ii) Civil Driving licence for each Crew member in accordance with the NRC.;
 - (iii) CAMS-affiliated car club membership (Driver and Co-driver);
 - (iv) Vehicle licence/permit/registration papers; and
 - (v) Third Party insurance extension (for each Queensland registered automobile).

5. REGISTRATION

5.1 CAMS Australian Rally Championship®

- (a) In order to be eligible for Championship points within the 2019 CAMS Australian Rally Championship® Competitors must comply with all aspects of the ARC Sporting & Technical Regulations and enter the ARC component of each event.
- (b) Each Driver must register for the Championship a minimum of 7 days prior to the start of the first event in which they are to compete. Details of the registration are available on www.rally.com.au or by contacting the ARC at rally@cams.com.au.

NOTE: No Registration fee will apply to the ARC Registration.

- (c) ARC points will be allocated to each Crew entered in each event in accordance with Article 18.

5.2 CAMS Australian Manufacturers' Championship

- (a) Automatic registration will apply to all manufacturers that participate in the 2019 CAMS Australian Rally Championship.

NOTE: No fee will apply to the ARC Manufacturer Registration.

- (b) Each manufacturer must compete in all rounds of the 2019 CAMS Australian Rally Championships to be eligible for manufacturers' points.

6. CREW ATTIRE

During each special stage, each crew member must wear a helmet and apparel, including a FHR, as specified in Schedule D (refer General Requirements for Cars and Drivers in the CAMS Manual).

7. EVENT REQUIREMENT

- (a) Should an ARC event not be able to run in its entirety for any reason, the points shall be awarded on the basis of the established classification as follows:
 - (i) Full points if more than 50% of the scheduled length of special stages has been run;
 - (ii) Half points if between 25% and 50% of the length of special stages has been run; and
 - (iii) No points if less than 25% of the scheduled length of special stages has been run. In the case of a Sprint event, the above requirements shall apply to the length of the special stages in each Heat.
- (b) Not more than 20% of the total number of special stages in any one Heat/Leg may be less than 5km in length unless specifically approved by CAMS.
- (c) The average speed on any liaison section shall not exceed 70km/h.
- (d) The minimum competitive distance of each Compact event shall be 100 km and each Sprint event shall be 180km. Reconnaissance must be able to be completed in one day.
- (e) For Sprint events, each ARC vehicle having been classified as a finisher to that point shall be placed in the overnight parc fermé.

8. PRE-EVENT TESTING

- (a) Except as provided for within Article 8, event testing by a Driver is prohibited for a period of 30 days prior to each ARC event within a 75km radius of the service park for that event or on any road expected to be used in that ARC event. If a Driver is found to be in breach of this restriction they shall face disciplinary action, which may entail a penalty as high as a one year suspension of the CAMS Competition licence of each party involved, and shall in each case automatically result in their disqualification from the event in question.
- (b) Each Driver intending to test within 90 days of an ARC event in an area which could reasonably be expected to fall under Article 8(a), shall be required to contact the Event Organiser before making any arrangement with CAMS or any other authority (government, property owner etc.) to use any section of road for the purpose of testing.
- (c) Any testing must comply with any condition and/or requirements imposed by the relevant State Rally Advisory Panel/State Council and any other authority.
- (d) Notwithstanding the provisions of Article 8(a), an Event Organiser may provide testing for a maximum of four hours for Compact and eight hours for Sprint events on a weekday in the week of the event. The Organiser may charge a fee for this facility. No part of any special stage in the event may be used for testing without approval from CAMS.
- (e) An Event Organiser may also provide testing for a maximum of two hours on the Friday immediately prior to the start of the event. This option is only available to each driver not testing earlier in the same week.
- (f) The Environmental Policy of CAMS and the requirements of the NRC are to apply to such testing.
- (g) A bona fide sponsor/corporate day, which has been approved in advance by the ARC Manager, shall not be deemed to be testing or practice.

9. RECONNAISSANCE

- (a) Speeding whilst on reconnaissance shall be penalised as follows:
 - (i) 1st Offence:
 - up to 15 km/h above the speed limit - \$250; and
 - over 15 km/h above the speed limit - \$500.

- (ii) 2nd Offence:
 - up to 15 km/h above the speed limit - \$500; and
 - over 15 km/h above the speed limit - 30 second penalty (added to Heat/Leg 1).
 - (iii) 3rd Offence:
 - Refusal to start the event.
- (b) If a member of the Crew is found on the course in the period two (2) months prior to the start of the event, with the exception of the period allowed for reconnaissance as per the event's Supplementary Regulations and any authorised use, they shall be reported to the Stewards for consideration of disqualification or other penalty.
 - (c) If a person associated with a Competitor, is found to be in breach of a regulation relating to reconnaissance, or who acts in such a manner as to bring the event into disrepute, they shall be subject to a substantial monetary fine, the amount of which shall be at the Organiser's discretion. At their first meeting, the Stewards shall examine the circumstances of this fine and this shall not prejudice the possibility of an additional penalty being imposed, up to refusal to allow the Competitor/Crew concerned to start the event.
 - (d) Unless otherwise specified in the event's Supplementary Regulations, the use of any rally tyre in reconnaissance is NOT allowed.
 - (e) A non-competitor may apply, to an Event Organiser, to participate in event reconnaissance. Approval shall be subject to this person holding an appropriate CAMS or FIA licence and the payment of one third of the entryfee.

10. START ORDER

- (a) Each automobile shall be required to start each event in order of the official starting list, for that event.
- (b) The starting order shall be based on seeding as determined by the Clerk of the Course or by some other process as described in the Supplementary Regulations for that event.
- (c) Automobiles may be grouped into individual categories and if so the gap between each group shall be a minimum of four minutes.
- (d) For Compact and Sprint events each ARC entry shall be seeded together.
- (e) For Compact and Sprint events the starting order for Heat 2 shall be the same as that for Heat 1 except where the Organiser deems this inappropriate.
- (f) The current Australian Rally Champion Driver shall use the competition number "1" in each Compact and Sprint events when competing in the Championship part of the event.
- (g) All requests for reseeding or alteration to road position must be submitted in writing to the Clerk of the Course with supporting documentation.

11. CREW BRIEFING

Each Crew member must attend any compulsory Crew briefing (if any) at the place and time notified in the Supplementary Regulations for that event.

12. EVENT DETAILS

12.1 General

- (a) The Clerk of the Course of each event shall be responsible for the application of the ARC Sporting and Technical, Supplementary and other Regulations, and their provisions during the running of the event.
- (b) The Clerk of the Course must inform the Stewards of any important decision taken in application of the ARC Sporting and Technical, Supplementary or other Regulations of the event.
- (c) Where a case is not provided for in these Regulations or the Supplementary Regulations for an event it shall be considered by the Stewards who alone shall have the power to decide on each such case.

- (d) The Driver shall assume the Competitor's responsibility when the latter is not part of the Crew
- (e) Where an incorrect, fraudulent or unsporting action is carried out by the Competitor or a member of the Crew the matter shall be investigated by the Stewards who may impose penalties which may include disqualification from a Heat/Leg or the event.
- (f) In accordance with the NCR, the Organisers may abandon, cancel, alter or terminate the event at anypoint.
- (g) One or more Competitor Relations Officer (CRO) shall be appointed for each ARC event.
 - (i) The principal duty of the CRO is to provide information or clarification in connection with the regulations and the running of the event to each Competitor/Crew.
 - (ii) There shall be at least one CRO at each event who must be easily identifiable to each Competitor and Crew and shall be present according of the CRO schedule.
- (h) The entry fee shall be refunded in full (less any fees incurred) as follows:
 - (i) To a person whose entry is not accepted.
 - (ii) In the case of the event not taking place.
 - (iii) Withdrawal of entry prior to the date of close of entries.
- (i) If for any exceptional reason a competitor is unable to start the event, a portion of the entry fee may be refunded at the discretion of the Stewards as follows:
 - (i) Withdrawn after participation in testing: up to 40% refund (CAMS Permit Fee Payable); or
 - (ii) Withdrawn without participation in testing: up to 70% refund.
- (j) Each automobile will be required to be fitted with an identification transmitter as part of the SOS tracking system. If required, instructions regarding collection, fitment, and return of the transmitter shall be issued to each Crew at documentation. The installation of this device shall be checked at scrutiny. Any misuse of the equipment shall result in the competitor being reported to the Stewards who may impose penalties which may include disqualification.
- (k) Where an automobile is unable to continue to follow the route of a Compact or Sprint event for any reason it shall be able to re-join the event at a subsequent Service Out or Regroup Out Control, or at the final control, under the conditions outlined in the NRC, and shall be eligible to be classified in the results providing that they have completed at least 25% of the Special Stage distance of that Heat of that event.
- (l) In an Endurance event, a Crew entered in the ARC competition may re-join at the final control of each Leg purely for the purpose of points allocation. Any Crew wishing to do this must contact a CRO to confirm their intention. To be eligible for points for Overall classification at least 50% of the total Special Stage distance must have been completed and for a Leg at least 25% of the Special Stage distance of that Leg must have been completed.
- (m) A Crew that has re-joined during the event shall be allocated a maximum number of points equal to 11th place in their category for each Heat/Leg/Overall classification.
- (n) Selected Media authorised by the ARC Media Coordinator shall be given a special pass and, notwithstanding the provisions of NRC Appendix A, may access the Regroup areas of each ARC event except where the event has International status.

12.2 Timing

- (a) Timing increments shall be as follows:
 - (i) Special Stage: to the elapsed 1/10th of a second; and
 - (ii) Time Control: to the minute.
- (b) Each further increment shall be disregarded (for example, a Crew's passage at a Time Control is recorded at 10.50 as long as the clock has not reached 10.51.00.)
- (c) At the start of each Special Stage, each Crew shall be given a 30 second warning and shall start when the display clock or sequential light system shows their start time for that stage.
- (d) Each electronic starting system shall be coupled to a start detection device which shall be located in order to determine the effective position of the start line. If an automobile is detected moving prior to the start signal, it shall be deemed to be a false start.

- (e) Should the electronic starting system fail, the start shall be given manually by an official in accordance with the NRC SSR, Special Stage Procedure in which case the Start official shall be a Judge of Fact in the application of a false start.
- (f) At the finish of each Special Stage the timing shall be taken by the breaking of a beam and this shall also be backed up by a manual system. The beam and timekeepers shall be positioned on the timing-line.
- (g) The Time Card shall be handed in at the finish of a Section and replaced by a new one before the start of the next section. (Refer to NRC Appendix D for standard Time Card)
- (h) Where official shakedown, reconnaissance, or other event-required activities are being undertaken on the same day as the Start of the Rally, and a Crew is prevented from starting a Super Special Stage run on the Friday evening of the event as a result (as determined by the Stewards), each such Crew shall be permitted to start Heat/Leg 1 on the next day without penalty. Each such Crew shall be allocated a time for the Stage by the Clerk of the Course, in consultation with the Results Manager which may be adjusted following the first three stages of the next day.
- (i) In a Sprint event, if as part of Heat 2 Super Special Stage/s are run on the previous evening and a Crew is prevented from starting these due to not finishing Heat 1 and needing further time for repairs, they shall be allocated a time for the Stage/s by the Clerk of the Course in consultation with the Results Manager which may be adjusted following the first three stages of the next day.
- (j) For each Compact and Sprint event competition in a subsequent Heat shall only be available to an automobile:
 - (i) having finished the previous Heat; or
 - (ii) having started, but not necessarily finished, the previous Heat and being placed in the overnight parc fermé at least six hours prior to the scheduled time of departure of the first automobile in the subsequent Heat.
- (k) For an Endurance Event see Appendix B.
- (l) If an automobile fails to finish a Heat, it may be serviced elsewhere and shall only be allowed to start a subsequent Heat if it is placed within the end of heat or overnight parc fermé in accordance with Article 12.2 (j)(ii) and (k).

13. SPECIAL STAGES

- (a) The definition of a Special Stage and Super Special Stage is available in the NRC.
- (b) The minimum length of a Special Stage shall be 2km except for any Super Special Stage.
- (c) The maximum length of a Special Stage shall be 25km however CAMS may grant a waiver to allow a larger maximum length subject to a suitable application being received from the Organiser. For a Special Stage likely to be conducted in extremely dusty conditions, a maximum length of 15km is recommended.
- (d) The total length of all Special Stages combined shall be outlined in the event's Supplementary Regulations.
- (e) Each Compact event must have a minimum of three stages (excluding each stage less than 5km in length) to be scheduled for each Heat.
- (f) Each Sprint event must have a minimum of five stages (excluding each stage less than 5km in length) to be scheduled for each Heat.
- (g) Any automobile not starting from the start line within 20 seconds of the start signal being given shall be considered as retired and immediately removed to a safe place. This automobile will be allowed to re-start as per Article 12.1(k).
- (h) During a Special Stage, assistance is forbidden except as allowed for by Art. 16.2 (c) from another Crew competing on that stage. A breach of this rule shall result in a report by the Clerk of the Course to the Stewards who may impose a penalty up to disqualification.

14. RESULTS

- (a) Results shall be established by adding the total elapsed time of each special stage and the penalties incurred for each automobile. In a Sprint event this shall apply independently to each group for each Heat. Results showing all automobiles together shall not be published.

- (b) Details regarding the result of each Special Stage, as well as any penalty, including penalty for lateness or early arrival at a time control, shall be published at the same time as the results.
- (c) Results shall become official only at the end of the event, and in accordance with (e) and (f) below.
- (d) The Supplementary Regulations shall specify the place and time where the official results shall be posted. Should publication of the results be delayed, the new time of publication shall be indicated.
- (e) No official results may be posted or distributed without having been approved by the Stewards.
- (f) Results shall become final 30 minutes after posting, subject to no protest being received.
- (g) The allocation of points towards each Championship, including ARC 2, is the responsibility of CAMS Administration. An event Organiser may make a preliminary allocation of points for promotional purposes only. This allocation shall not be considered to form part of the results.

15. FINAL CONTROL

- (a) As soon as each Crew arrives at the final control of an event, the automobile shall be driven into the parc fermé. This parc fermé may be converted to a holding area open to competitors and the public, providing that sufficient marshals are in attendance to ensure that each other requirement for parc fermé is complied with.
- (b) A brief check on each automobile shall be carried out in parc fermé to verify:
 - (i) its conformity with the automobile submitted at pre-event scrutiny; and/or
 - (ii) if there is cause to impose the penalties specified under NRC.
- (c) If an automobile is not required for post event scrutiny it may be released 30 minutes after the time at which the last automobile in the same competition booked into the final control.

16. TRAFFIC AND REPAIRS (SERVICING)

16.1 General Conditions:

- (a) Throughout the event, servicing of a competing automobile shall only be carried out in a Service Park unless Article 12.2(l) of these regulations applies. However, the Crew, using solely the equipment on board and with no external physical assistance, may perform service on the automobile at any time, other than where this is specifically prohibited.
- (b) The speed of an automobile in the Service Park may not exceed 30 km/h. Failure to comply with this limit shall result in a penalty being applied by the Stewards.
- (c) When necessary as part of service, changing of a fuel tank, changing of a fuel pump, changing of a fuel filter, changing of any other item of the fuel circuit, and/or the emptying and/or refilling of fuel is permitted in a service park provided that:
 - (i) the work is carried out under the supervision of a Marshal;
 - (ii) no other work is carried out on the automobile during the fuel emptying and/or refilling operation;
 - (iii) a suitable safety perimeter is established around the automobile;
 - (iv) Marshals are present with fire extinguishers sufficient in capacity and suitable for use on flammable liquid; and
 - (v) only sufficient fuel is added during such a refilling operation to reach the next refuel zone.
- (d) Any breach of any Article 16 regulation shall result in a report by the Clerk of the Course to the Stewards who may impose a penalty up to and including disqualification.

16.2 Definition of prohibited service:

- (a) Prohibited service includes:
 - (i) The use or receipt by a Crew of a manufactured material (solid or liquid other than drinking water supplied by the organiser), spare part, tool or equipment other than one carried in a competing automobile.

- (ii) The presence of a member of the team or a team automobile within one kilometre of its competing automobile on a road section, except;
 - (A) in a Service Park, or where specifically permitted by means of a Bulletin; or
 - (B) in a Special Stage (from the yellow sign at the beginning of the time control to the beige board at the stop point at the end of the Special Stage).

NOTE: At the time control or stop point the service vehicle must be parked within sight of the control officials.
 - (C) where the competing automobile is following the route as prescribed in the roadbook and is required to use the same road at the same time as team personnel following the service vehicle route as prescribed in the service book, provided they do not stop at the same location at the same time.
 - (D) For a competing automobile waiting at the time control at the entrance to a regroup or Service Park, or parked inside a regroup, or at a supplementary refuel location, where the passing of food, drink and information (road book, etc) to or from the Crew is permitted.
 - (E) Whilst transporting the Crew to or from the parc fermé.
- (b) The deviation of the competing automobile from the route of the event whilst travelling through any prohibited service area.
- (c) It is forbidden, under pain of disqualification, to tow or transport an automobile, or to have it pushed, except to bring it directly back onto the road, or to immediately clear the road to ensure safe passage of other road users.
- (d) Similarly, a Crew is forbidden under pain of disqualification to:
 - (i) deliberately block the passage of a competing automobile, or to prevent it from overtaking; and
 - (ii) to behave in an unsporting manner.
- (e) Each Service Crew shall at all times be subject to the provisions of NRC

End of Heat/Leg 1 Service Park:

 - (i) Compact Events - Between the end of the last Special Stage of a Heat and the end of Heat parc ferme of each event a minimum of a 30 minute service park shall be established which shall have an entry and exit time control. Flexi-service, with maximum delay time of 30 minutes, shall apply at this service.
 - (ii) Sprint Events - Between the end of the last Special Stage of a Heat and the overnight parc fermé of each event a two-hour service park shall be established which shall have an entry and exit time control. Flexi-service, with maximum delay time of 1 hour, shall apply at this service.
 - (iii) Endurance Events - Between the end of the last Special Stage of a Leg and the overnight parc fermé of each event a 45 minute service park shall be established which shall have an entry and exit time control. Flexi-service shall apply at this service.
 - (iv) If the service park is followed by a liaison section, an automobile may be booked out of the service park early without penalty.
- (f) The use by a competitor of any outside assistance to check the condition of a road on a Special Stage is prohibited.
- (g) Throughout the entire event, each Crew shall observe the traffic laws of the State in which the event is being run. Where a Crew does not comply with these traffic laws it shall be subject to the penalties noted in NRC.

16.3 Refuelling

- (a) An Event Organiser may submit, to CAMS for approval, refuelling regulations specific to an event based on the recommendations/approval of Local Authorities (such as Fire Authorities) in accordance with their requirements. Each submission in this case must include a Risk Assessment. Approved refuelling regulations must then be included in the event supplementary regulations.

- (b) Where an Event Organiser has not received the approval of CAMS for specific event refuelling regulations the following will apply:
- (i) A competitor may refuel only in the refuel zone designated by the organiser in the road book, except as detailed under Article 16.1(c). Alternatively, each competitor using pump fuel may also refuel from a pump at a filling station if marked in the road-book.
 - (ii) The refuel zone entry/exit shall be marked by a blue fuel can symbol.
 - (iii) Fuel shall be stored in the refuel area during the operation of the service park.
 - (iv) Decanting of fuel between containers shall only be done within a refuel zone or a bunted storage area.
 - (v) Action inside a refuelling zone not directly involved in the refuelling of the competing automobile is prohibited.
 - (vi) In each refuelling zone, a 5 km/h speed limit shall apply.
 - (vii) It is recommended that each Service Crew member wears fire-resistant clothing, gloves, covered footwear and goggles.
 - (viii) 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) Each automobile's engine shall be switched off throughout the refuelling operation.
 - (x) Solely for the purpose of assisting with the refuelling procedure for their automobile, a maximum of two (2) team members of each Crew may access this zone.
 - (xi) It is recommended that the Crew remains outside the automobile during refuelling however, should they remain inside, each safety belt must be unfastened.
 - (xii) In the event of a breakdown, the automobile concerned may be pushed out of the zone by Crew members, officials and team members without incurring any penalty.
 - (xiii) Any breach of the refuel regulations shall be reported to the Stewards for consideration of disqualification or other penalty.

16.4 Remote Service Zones

- (a) Each Event Organiser may make provision for the use of Remote Service Zones in order to extend the distance between central services.
- (b) Each Remote Service Zone shall:
 - (i) have a time control at their entrance and exit;
 - (ii) be scheduled for a maximum of 15 minutes for any one automobile;
 - (iii) allow for the changing of tyres, supplied from a Service Vehicle, and any service using equipment & parts as listed in Article 16.4(d);
 - (iv) incorporate a tyre marking zone after the exit time control; and
 - (v) admit only authorised team personnel, the event officials and media with appropriate passes.
- (c) When a service vehicle enters a remote service zone it shall do so as directed by the officials in charge and shall vacate the zone immediately after departure of the last automobile that they are servicing. No competing automobile shall be parked alongside its service vehicle.
- (d) Except for the use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and oils and fluids for replenishment, the team personnel may use only equipment or parts and tools carried on board the competing automobile. Tools may be battery operated. There shall be no restriction on the use of personal protective equipment or any item generally recognised as necessary to carry out a service procedure in a safe manner.
- (e) A Remote Service Zone is strictly a no smoking area and refuelling within this area is prohibited. The organiser may establish a Refuel Zone at the exit from the Remote Service Zone.
- (f) Each zone shall be scheduled so that the same team personnel can attend each zone as well as the service park. Instructions on a recommended route shall be provided.

17. DUAL/MULTIPLE STATUS EVENTS

- (a) Where an ARC event includes another competition (e.g. State Championship), the following conditions shall apply:
 - (i) Where there is a limit on the number of starters, preference shall be given to competitors who have competed in previous ARC events in the present year.
 - (ii) Each automobile shall comply with the advertising requirements for the ARC. In the case of a FIA International event, where there is a conflict between the event regulations and these regulations, the event regulations shall take precedence.
 - (iii) For requirements specific to a combined ARC and FIA International event refer to Appendix B.

18. AWARDS

18.1 General Conditions

- (a) Championship Awards shall be made to the Driver and Co-driver of the respective titles of:
 - (i) CAMS Australian Rally Champion Driver and CAMS Australian Rally Champion Co-driver;
 - (ii) CAMS Australian 2WD Rally Champion Driver and CAMS Australian 2WD Rally Champion Co-driver;
 - (iii) CAMS Australian Rally Manufacturers' Champion.
- (b) No automobile manufactured prior to 1st January 1986 shall be eligible to enter the ARC Outright competition, however such an automobile may run in the relevant State Championship competition as appropriate.
- (c) For the purpose of allocating points in a FIA International event, the results of the common portion of each event shall be combined for each ARC eligible Driver and points allocated based on their performance against each other.
- (d) Each Heat of a Compact or Sprint event and each Leg/Day of an Endurance event (in lieu of overall results of Events) shall be used if the need arises to break the tie in accordance with the provisions of Article 4 of the General Conditions for All Titles of the CAMS Manual.
- (e) A Driver, Co-driver or Manufacturer must have scored points in three or more events to be eligible for awards.
- (f) Compact event points (excluding the Manufacturers' Championship) shall be allocated as follows:
 - (i) 30, 26, 23, 20, 17, 15, 14, 12, 11, 9, 8, 7, 6, 6, 5, 4, 3, 2, 1 and 1 for Outright places first to twentieth for each Heat.
- (g) Sprint event points (excluding the Manufacturers' Championship) shall be allocated as follows:
 - (i) 40, 34, 30, 26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for Outright places first to twentieth for each Heat.
- (h) Endurance event points (excluding the Manufacturers' Championship) shall be allocated as follows:
 - (i) 40, 34, 30, 26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for Outright places first to twentieth plus:
 - (A) Results of Leg/Day 1 only - 50% of the Outright points (rounded down);
 - (B) Results of Leg/Day 2 only - 50% of the Outright points (rounded up); and
 - (C) Results of Leg/Day 3 only - 50% of the Outright points (rounded down) – Rally Australia only.

NOTE: To be eligible for Leg points, a Crew must finish that Leg and book into the overnight parc fermé by the time shown in the Itinerary as the latest by which classified Crews must enter parc fermé.

18.2 Categories

- (a) CAMS Australian Rally Champion Driver and Co-Driver

- (i) The Driver and Co-driver attaining the highest point score amongst those Competitors driving an eligible automobile shall be awarded the CAMS Australian Rally Championship®.
 - (ii) Each event shall be counted in determining the winner.
 - (iii) The Driver and Co-driver with the most stage wins amongst all eligible automobiles over all of the stages of each event (excluding any times allocated under NRC Article 6.9) shall be allocated one additional point. If the number of stage wins is equal, then the fastest time obtained on the first Special Stage (not being a Super Special stage) shall be used to break the tie. If this time is equal, then each subsequent stage shall be taken into account until the tie is broken.
- (b) CAMS Australian 2WD Rally Championship:
- (i) The Driver and Co-driver attaining the highest point score amongst each competitor driving an eligible 2WD automobile shall be awarded the CAMS Australian 2WD Rally Championship. The award shall be based on points for placings amongst each eligible automobile (i.e., places gained by non-eligible automobile's shall be disregarded). Each event shall be counted in determining the winner.
 - (ii) Points shall be allocated in the same manner as 18.1 (f) and (g).
 - (iii) The Driver and Co-driver with the most stage wins amongst all 2WD automobiles over all of the stages of each event (excluding any times allocated under NRC Article 6.9) shall be allocated one additional point. If the number of stage wins is equal, then the fastest time obtained on the first Special Stage (not being a Super Special stage) shall be used to break the tie. If this time is equal then each subsequent stage shall be taken into account until the tie is broken.
- (c) CAMS Australian Rally Manufacturers' Championship:
- (i) The CAMS Australian Rally Manufacturers' Championship shall comprise each event in the ARC. Every point scored by each registered Manufacturer shall be counted in determining the Champion.
 - (ii) An eligible automobile will comply with the following:
 - (A) The Manufacturer (including an importer or distributor) is registered for the Championship in accordance with Article 5;
 - (B) The driver meets the criteria as shown in Article 4(a) and (b);
 - (C) The automobile complies with the ARC Technical Regulations; and
 - (D) Is an automobile which has the same manufacturer for the bodyshell and the engine.
 - (iii) Points shall be allocated to the two highest placed automobiles from each registered manufacturer. The manufacturer of the automobile shall be determined by the original manufacturer of the bodyshell. Each other automobile shall be disregarded for the allocation of Manufacturer Championship points.
 - (iv) Compact and Sprint event points shall be allocated as 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for places first to tenth for each Heat.
 - (v) Endurance event points shall be allocated as 20, 18, 16, 14, 12, 10, 8, 6, 4 and 2 for places first to tenth Overall.

18.3 Class Awards

No class awards shall be made.

18.4 ARC 2

Refer to Appendix C.

18.5 Classic Cup

Refer to Appendix D.

18.6 State of Origin Cup

Refer to Appendix E.

18.7 Event Results and Awards

- (a) Overall results will be issued. Separate results will also be published for ARC and State competitions.
- (b) For each ARC event the following awards are the minimum which shall be presented (where applicable):
 - (i) 1st, 2nd, 3rd ARC Outright Driver/Co-driver; and
 - (ii) 1st, 2nd, 3rd ARC 2WD Driver/Co-driver.
- (c) For Compact and Sprint events, each award shall be made on the same basis as Article 18.1(f) and (g) for places 1st to 20th for ARC and trophies shall be awarded to both the Driver and Co-driver based on the total points scored by each person over the two Heats.
- (d) The Driver and Co-driver with the most stage wins over the event shall be allocated one additional point, allocated separately to each of ARC and 2WD in the same manner as in Article 18.2(a) and (b).
- (e) In the event of a tie for an event award in a Compact or Sprint event, the Crew with the lowest total time (including any penalties) and/or missed stages over the total event shall be declared the winner.
- (f) For an Endurance event, each award shall be made on the basis of outright results over the total event.
- (g) Crews who have re-joined under Article 12.1(k) shall not be eligible for event awards or to be on the podium in front of those Crews who have completed the entire course.

19. CEREMONIAL FINISH

- (a) Following each event, a ceremonial finish shall take place either on the finish ramp or a dedicated podium area.
- (b) The organiser shall make provision in the event schedule for the ceremonial finish to present the awards to each relevant driver and co-driver/navigator in each of the various competitions based on the results available at that time.
- (c) The top 3 Crews (for both ARC and 2WD) must each wear an MRF hat for the ceremonial finish and subsequent post-event interviews.

20. MEDIA CONFERENCE

- (a) A Crew may be required to attend one or more media conferences, the time & location of which shall be specified by Bulletin.
- (b) Each Crew is reminded of their obligation to sponsors of the event and should present themselves accordingly.

21. ADMINISTRATION

21.1 Radios

An Organiser is not allowed to restrict the use of radio communication by a Competitor or their service crew except where such use is expressly forbidden by the laws of the State, however, an organiser may ban the use of the specified frequencies which they are using.

21.2 Entries

- (a) No amendment may be made to the entry form except as follows:
 - (i) A Crew change may be made up to the end of pre-event documentation and, in the case of force majeure, at the discretion of the Stewards prior to the publication of the Start List (for a Sprint event this shall apply separately to each Heat), but may result in a re-seeding of an entry;
 - (ii) A Competitor may replace the automobile declared on the Entry Form by another up to that automobile's nominated closing time for pre-event scrutiny; and/or
 - (iii) If, when scrutineered, an automobile does not correspond in its presentation to the Technical Regulations of the Group and/or Class in which it was entered, this automobile

may, upon the proposal of the scrutineers, be transferred to the appropriate group and/or class only upon the decision of the Stewards.

21.3 Bulletins

- (a) Any further regulation issued after the publication of Supplementary Regulations shall be in the form of a dated and sequentially numbered Bulletin.
- (b) Any Bulletin shall then form an integral part of the Event Supplementary Regulations. All competitors are bound by a Bulletin once so issued.
- (c) Event Organisers may where reasonably possible require that competitors sign or otherwise indicate their acceptance of a validly issued Bulletin as a condition of being further permitted to participate in the Event.
- (d) Permission to publish a Bulletin shall be in accordance with the following:
 - (i) If issued prior to the start of documentation verification, the approval shall be sought from CAMS;
 - (ii) If issued after the start of document verification, the approval shall be sought from the Stewards; or
 - (iii) An Organiser may issue a Bulletin which relates only to the itinerary and route without the need for approval by CAMS. Any such Bulletin must be drawn to the attention of the Stewards at the earliest possible time.

22. COPYRIGHT

- (a) It is a condition of entry, that any vision taken by a competitor from a competing automobile using an in-car video or moving film camera shall not be used for commercial use without the specific approval of the ARC Manager. Any vision taken in this manner may only be used for a private purpose.
- (b) Any such vision shall be made immediately available to the ARC Manager on request who shall be able to use such video, film and moving images for their own purpose and commercial gain without any payment or encumbrance.

4. A3 – ARC CHAMPIONSHIP SPONSOR OR PARTNER SIGNAGE

Size: 100mm high x 470mm wide on both sides of the car as shown in the diagram. This signage shall be used at the discretion of the ARC Promoter and as nominated in each event Supplementary Regulations.

5. A4 – ARC CHAMPIONSHIP SPONSOR OR PARTNER SIGNAGE

Size: 2 signs each 120mm high x 250mm wide on both sides of the car as shown in the diagram or in other approved locations. One sign must be located near the base of the C-pillar and shall be used as nominated in each event Supplementary Regulations.

6. AREA B – ROOF PLATE (AT THE DISCRETION OF EACH EVENT ORGANISER)

Total size: 400mm high x 500mm wide.

6.1 B1 – Forward Roof Plate.

- (a) The upper portion of text is to be placed toward the front of the automobile (i.e., be able to be read normally when viewed from the rear of the automobile).
- (b) Size: 140mm high x 500mm wide.

6.2 B2 – Number Background

- (a) Reserved for competition number, white background.
- (b) Size: 260mm high x 500mm wide.
- (c) Numerals to be 230mm high, using Helvetica Bold, Zurich Bold or Arial Bold font.
- (d) Competition numbers shall be supplied by the Organisers of each event. They must be black in colour.

7. AREA C – REAR WINDOW

- (a) Lower portion of the rear window reserved for the Championship sponsor.
- (b) Size: 85mm high x 400mm wide.
- (c) Both the upper and lower portions of the rear window may be used for signage subject to visibility requirements, notwithstanding Schedule K of the CAMS Manual.
- (d) If not able to be fitted to the lower portion of the rear window for visibility reasons, the series signage may be located elsewhere on the rear of the vehicle subject to the ARC Technical Manager's agreement.

8. AREA D – BONNET STRIP

- (a) Strip along the leading edge of the bonnet, reserved for the Control Tyre Supplier.
- (b) Size: 120mm high x 600mm wide.
- (c) A standard sign shall be provided which shall consist of individual letters. Where these colours are not of sufficient contrast to the base colour of the vehicle the ARC reserves the right to require a background panel to be used to make the letters more visible.

9. AREA E – WINDSCREEN NUMBER

Each automobile shall be required have an area 100mm x 100mm, at the top of the windscreen on the Co-driver's side, which may be used for a competition number.

10. AREA F – CAMS LOGO

Each automobile shall be required to display the CAMS logo on each front door or front mudguard of the automobile.

11. AREA G – OPTIONAL ORGANISERS' ADVERTISING

- (a) Organisers may provide a strip for placement at the leading edge of the front doors immediately below the number on the door plate. This advertising is optional. Organisers may impose a financial penalty, in the form of a higher entry fee, on Competitors who elect not to display this signage. Where such a fee is applied, it may not be more than \$220 per sponsor, or more than \$660 in total (fees are inclusive of GST).
- (b) Size: 380mm high x 200mm wide.

12. AREA H – WINDSCREEN STRIP

Competitors nominated in the event Supplementary Regulations shall be required to display a windscreen strip 50mm high which may be placed directly underneath existing windscreen signage.

13. AREA I – FRONT BUMPERS

- (a) One Control Tyre Logo on each front corner of the automobile below the headlight.
- (b) Size: 350mm x 70mm

14. AREA J – "C" PILLAR

- (a) One Control Tyre Logo on each "C" Pillar of the automobile
- (b) Size: 350mm x 70mm

15. AREA K – BOOT LID

- (a) One Control Tyre Logo Size: 600mm x 120mm

16. NOTES

- (a) No event or series signage may be cut or altered in any way and must be used in the size supplied, unless otherwise provided for in these regulations and any further relevant approval is granted.
- (b) For the requirements regarding Crew Names refer to ARC Technical Regulations Article 2.
- (c) State Championship only competitors may use the standard doorplate & numbers as used for their relative Championships.
- (d) Control Tyre Supplier stickers (Area D, I, J & K) are required for competitors entered in the ARC (incl. Invitational). No automobile in the ARC may display tyre brand advertising other than that of the official ARC tyre partner.

APPENDIX B

COMBINED ARC AND FIA INTERNATIONAL EVENT REQUIREMENTS

For consistency between those ARC Crews entered in Rally Australia (WRC) and those in the ARC & other associated events the penalties and other sporting regulations in the FIA WRC or Regional Rally Sporting Regulations shall apply to all events.

1. PENALTIES/DISQUALIFICATION

For Rally Australia plus associated events, Lateness at Time Controls [NRC Appendix A] is amended to be 10 sec per minute or fraction of a minute. Disqualification (Late Time) [NRC Appendix A] is amended to be a total lateness exceeding 30 minutes at the end of each Section and/or Leg/Heat shall result in the Crew being removed from the classification by the clerk of the course. The Crew may nevertheless restart the rally under the provisions specified for the relevant Championship'

2. FLEXI-SERVICE – 45' (WRC)

For Rally Australia, ARC Sporting Regulations Article 16.2(f) shall be replaced by the by Article 51.3 of the FIA WRC Championship Sporting Regulations [reproduced in part below] and shall be available for all Crews at the 45 minute services:

51.3 Running of Flexi-Service and Time Schedules (Non-Priority Drivers)

51.3.1 *After the 10-minute technical zone inside the parc fermé, the Crews may then either enter the service park or leave their car in the parc fermé.*

51.3.2 *The competing car may be driven by an authorised representative of the competitor only once from the parc fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties.*

51.3.4 *Early check-in at the time control after flexi-service is permitted without penalty.*

3. RESTARTING -WRC

For Rally Australia (National) ARC Sporting Regulations Article 12.1(k) & NRC Article 6.10 shall be replaced by Article 46 of the FIA WRC Rally Championship Sporting Regulations [reproduced in part below] for Crews failing to finish Leg 1 or Leg 2.

46. Re-Start after Retirement / Rally 2

46.1 GENERAL

46.1.1 *Unless stated differently in the event Supplementary Regulations, a Crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the overnight regroup unless they confirm otherwise with the clerk of the course by completion of the form located in the rear of the road book ('final retirement') and lodging it with the organiser as soon as possible and, if feasible, before the publication of the re-start list.*

46.1.2 *After the clerk of the course has been informed of a retirement, the Crew must hand in their time card. When retirement is on a special stage or at a Stop control, that stage time will not be recorded and Art. 46.2 shall be applied.*

46.1.3 *In the case of exceeding the maximum permitted lateness under Art. 34 of these regulations, the competitor concerned will be allowed to re-start after the next overnight regroup. The time penalty will be applied as per Art 46.2 from the TC at which the concerned competitor has exceeded the maximum permitted lateness.*

46.1.4 *Any Crew which has retired from a section on the last day of the rally will not be classified <in the WRC results>*

46.2 Penalties

For all Crews which re-start a time penalty will be applied. This time penalty will be as follows:

46.2.1 For every stage or super special stage missed: 7 minutes.

46.2.2 However, should the first special stage or a super special stage that is missed be

- a) that run as Section 1 when followed by an overnight regroup before Section 2; or*
- b) the last stage before an overnight regroup, the penalty will be 10 minutes. This 10 minute penalty can be applied once in a rally.*

46.2.3 This time penalty will be added to the fastest time of the drivers' priority group (P1, P2, P3, RGT) for each missed stage, which shall include the special stage or super special stage on which the Crew has retired. For non-priority drivers, this time penalty will be added to the fastest time achieved in its group by a non-priority driver. If a Crew is alone in its group, the Clerk of the Course will allocate a time which is judged the fairest.

46.2.4 Should retirement occur after the last special stage or super special stage before an overnight regroup, the Crew will nonetheless be deemed to have missed that last special stage or super special stage.

4. NOTES

- (a) All excerpts from the FIA Regulations reproduced above are for information only and the actual regulations contained in the relevant FIA WRC or APRC regulations will apply.

APPENDIX C

ARC 2 REGULATIONS (see Article 18.4)

1. ELIGIBILITY

- (a) Each Driver cannot be a former Australian Rally Champion Driver nor a winner of any ARC Heat (Sprint events) or Overall (Endurance events) in any round of the 2016, 2017 or 2018 ARC.
- (b) An ARC 2 finalist Driver who received the benefits shown at Article 6(c) in a previous year are not eligible.
- (c) Each driver must be registered for the ARC.

2. PARTICIPATION REQUIREMENTS

- (a) Each driver must compete in a minimum of three (3) ARC events.

3. EVENT NOMINATION

- (a) ARC 2 nomination is automatic.

4. POINT SCORING

- (a) Points for ARC 2 will be allocated in alignment with Article 18.1.
- (b) A Driver may enter additional ARC rounds however only the Top 3 results will be counted and no further ARC 2 points will be scored at these events.

5. TYRES

- (a) MRF Tyres must be used.

6. ARC 2 FINAL & PRIZES

- (a) A final between the two highest ARC 2 points scoring Drivers (qualifiers) as at the end of the fifth ARC round will be held at the 2019 Kennards Hire Rally Australia.
- (b) The ARC Promoter reserves the right to nominate one or more other Drivers who have met the ARC 2 eligibility as a finalist if one or more of the qualifiers is unable to take part in Kennards Hire Rally Australia.
- (c) Each of the finalists will receive free entry into the 2019 Kennards Hire Rally Australia.
- (d) Each finalist may be required to carry additional signage.

7. ARC 2 WINNERS

The highest outright placed ARC 2 finalist Driver in the 2019 Kennards Hire Rally Australia shall be declared the 2019 ARC 2 Winning Driver.

APPENDIX D

CLASSIC CUP REGULATIONS

1. ELIGIBILITY

- (a) The Classic Cup is for Drivers and Co-Drivers.

2. PARTICIPATION REQUIREMENTS

- (a) Each driver must compete in the ARC nearest to their residential postcode.
- (b) Each driver must compete in a minimum of three (3) ARC events.

3. EVENT NOMINATION

- (a) ARC Classic Cup nomination is automatic.

4. POINT SCORING

- (a) Points will be awarded in alignment with Article 18.1.
- (b) A Driver may enter additional ARC rounds however no ARC Classic Cup points will be scored at these events.

5. TYRES

- (a) MRF Tyres must be used.

6. ARC CLASSIC CUP WINNER

The highest outright placed Classic Cup Driver and Co-Driver will receive an award.

APPENDIX E

STATE OF ORIGIN REGULATIONS

1. ELIGIBILITY

- (a) Each Driver cannot be a former Australian Rally Champion Driver nor a podium finisher in any ARC Heat (Sprint events) or Overall (Endurance events) in any round of the 2016, 2017 or 2018 ARC.
- (b) Each driver must be registered for the ARC.
- (c) Each driver must have previously competed at a State level.
- (d) Only PRC, FIA, R1/2/3, G2, FIA Group N, S2000, and Group N (P) vehicles are permitted.

2. PARTICIPATION REQUIREMENTS

- (a) Each driver must compete in a minimum of three (3) ARC events.

3. EVENT NOMINATION

- (a) State of Origin nomination is automatic.

4. POINT SCORING

- (a) The three (3) highest results will be counted towards the State of Origin Award.
- (b) Points will be awarded in alignment with Article 18.1.
- (c) A Driver may enter additional ARC rounds however no State of Origin points will be scored at these events.

5. TYRES

- (a) MRF Tyres must be used.

6. STATE OF ORIGIN FINAL & PRIZES

- (a) A final between the two highest State of Origin points scoring Drivers (qualifiers) as at the end of the fifth ARC round will be held at the 2019 Kennards Hire Rally Australia.
- (b) Each of the finalists will receive free entry into the 2019 Kennards Hire Rally Australia.
- (c) Each finalist may be required to carry additional signage.

7. STATE OF ORIGIN WINNER

The highest outright placed State Origin finalist Driver in the 2019 Kennards Hire Rally Australia shall be declared the winner.

PART 2 – TECHNICAL REGULATIONS

1. VEHICLE ELIGIBILITY

1.1 Category Regulations

To be eligible for the Australian Rally Championship®, the Crew shall compete in an automobile manufactured post 1st January 1986 and complying with the following:

- (i) FIA Categories (except for WRC)
- (ii) PRC
- (iii) AP4
- (iv) G4 including any exemptions approved by CAMS
- (v) G2 including any exemptions approved by CAMS
- (vi) Other vehicles approved by CAMS

1.2 Engine Block and Body Shell

In any one event the same engine block and body shell must be used throughout the event in the same automobile.

2. CREW NAMES

Each ARC competitor is required to comply with the following requirements.

- (a) The first initial and surname of both Driver and the Co-driver shall be shown on the rear side windows. The letters of both names must be:
 - (i) White upper case for the initial(s) and the relevant applicable letter of the last name with the remainder in lower case.
 - (ii) 60 mm high (upper case letters) and with a stroke width of 10 mm.
- (b) The Driver's name shall appear above the Co-driver's name on both sides of the automobile.
- (c) In FIA International events only, the national flag of each Crew member shall be shown adjacent to the name.
- (d) The names should be placed toward the bottom of the rear side windows.
- (e) Each Crew name complying with ARC Regulations, shall be permissible in all rally events with the exception of those comprising part of an FIA Championship, where regulations may conflict.

3. FUEL

- (a) Only Commercial Fuel & Unleaded Racing Fuel as defined by Scheduled G of the CAMS Manual is permitted. Where a specific rally group is further restricted to a defined fuel in the regulations that restriction also applies. Leaded Racing Fuel is not permitted.
- (b) Fuel testing shall be carried out at the discretion of the ARC Technical Manager.
- (c) Any Competitor &/or Driver found to be in breach of the fuel regulations shall face disciplinary action, which may entail a penalty as high as a 6 month suspension of the CAMS competition licences of all parties involved together with a monetary fine up to \$50,000, and shall in all cases automatically result in their disqualification from the event in question. A second offence in the same Championship year shall entail a penalty as high as a two years suspension of the CAMS Competition licences of all parties involved together with a monetary fine up to \$250,000.

4. TYRES

- (a) Control Tyres shall be MRF supplied by Mentor Tyres.
- (b) Each automobile entered in the ARC (incl. Invitational) section of an event, using 13, 14 or 15 inch tyres, is required to use control tyres.

- (i) The only tyre pattern/compounds authorised for use in gravel rallies are:

Tyre Size	Pattern Code	Compound
13"	ZDM3	Soft / Medium
14"	ZDM3	Soft / Medium
15" (width 175,185,195)	ZDM3	Soft / Medium
15" (width 205)	ZDM2	Soft / Medium

- (c) For an automobile with wheel sizes below 13 inch and above 15 inch, the make and type of tyres is free.
- (d) The use of any of the control tyres is subject to availability and CAMS reserves the right to limit the use of any particular pattern/compound for an individual rally.
- (e) Note that under Schedule E - Wheels and Tyres of the CAMS Manual Article 4. a Control Tyre is the tyre specified for a particular Group, class, competition etc. and shall not be modified other than by the reduction of tread depth.
- (f) Each ARC Crew is limited to the use of a maximum of 8 tyres for Compact events.
- (g) Each ARC Crew is limited to the use of a maximum of 16 tyres for Sprint events.
- (h) Each ARC Crew is limited to the tyres allowed as applicable to Non-Priority drivers in the WRC event.
- (i) This number may be amended for selected events and any change to the maximum number shall be advised in event Supplementary Regulations or by Bulletin.
- (j) Exemptions to the number of tyres allowed shall be made for additional tyres used on Super Special Stages which may be any control tyre meeting the requirements of the event Supplementary Regulations and ARC Technical Regulations Article. 4(l).
- (k) Each additional tyre over those specified in ARC Technical regulations Article 4(f) may be used but shall result in a penalty of two minutes per tyre in excess of the maximum permitted. If a Crew is directed by a scrutineer to replace a tyre for safety reasons, such replacement shall also result in a penalty of two minutes per tyre if the maximum number of tyres is exceeded.
- (l) Each control tyre will be fitted with barcodes and each tyre fitted to, and carried in, the automobile shall be marked/checked at the exit of each service and may be checked at any other time by event officials.
- (m) Once scanned into the database at an event, a tyre may not be substituted for another tyre except for marked/checked tyres (maximum 2 if carried in the competing automobile at the same time) which have not been used at that event (e.g., unused spares), which may be removed from the list of tyres for a particular automobile at the first Service in the final Heat/Leg by arrangement with the ARC Technical Manager.
- (n) At all times when leaving the Start of a Heat/Leg or any Service Park the tread depth of the tyres fitted to a competing automobile shall not be less than 3mm over at least 75% of the tread pattern.
- (o) At each tyre marking/checking location a team representative must hand to the tyre marking team leader a tyre declaration form filled out fully and signed. These tyre declarations shall be supplied by the scrutineers &/or Technical Manager at each event.
- (p) Each Competitor is responsible for ensuring that tyre barcodes are not removed in any cleaning process during the running of the event.
- (q) The maximum penalty for deliberately misrepresenting the number of tyres used or wilfully breaching the provisions of Article 4 shall be the loss of all Championship or ARC 2 points already scored in the current year together with a monetary fine. In the case of a registered manufacturer this shall apply to all automobile's from that team.

5. SCRUTINY

- (a) Each automobile must be scrutinised prior to starting the event. Each automobile is required to be presented in accordance with the timetable in the Supplementary Regulations/Bulletin.

- (b) At the discretion of the ARC Technical Manager each Competitor registered for the ARC may present a signed Certificate of Technical Conformity. The automobile shall then be subject to random checks.
- (c) The maximum penalty for deliberately competing in an illegal automobile shall be the loss of all Championship or ARC 2 points already scored in the current year together with a monetary fine. In the case of a registered manufacturer this shall apply to all automobile's from that team.
- (d) Documentation verification must be completed prior to pre-event scrutiny unless for exceptional reasons, recognised as such by the Stewards.
- (e) An automobile which reports to the scrutiny area outside the prescribed time limits for that competitor, except in the case of force majeure shall be:
 - (i) subject to a monetary penalty, issued to the competitor, as specified in the Supplementary Regulations; or
 - (ii) not permitted to start.
- (f) The Crew must have available at scrutiny the automobile's homologation form, or the relevant Workshop Manual if the automobile is not homologated, as well as any appendices to this form. If these are not submitted, the Stewards may pronounce a penalty which may go as far as refusal to allow the automobile to start.
- (g) If, during scrutiny, an automobile is found not to comply with technical and/or safety regulations, the Stewards may set a deadline before which the automobile must be made to comply. Any competitor who fails to meet automobile re-presentation requirements as directed shall be refused permission to start the event.
- (h) Should there be any doubt as to the conformity of an automobile with the technical regulations, either after pre event scrutiny, at the start or during the running of the event, the Stewards may, following a report from the Chief Scrutineer, issue a formal warning to the competitor and set a deadline by which the automobile must be made to conform. Any automobile which does not comply shall be refused to start or shall be excluded.
- (i) The scrutineering carried out before the start shall be of a general nature (checking of licences, registration, make and model of automobile, apparent conformity of the automobile with the group in which it is entered, essential safety items etc.).
- (j) Each organiser must make provision for the checking, compulsory marking and sealing of the restrictor/s and turbocharger/s for each relevant automobile.
 - (i) Each competitor concerned shall be summoned individually to present their automobile/s and any spare restrictor/turbocharger assemblies which they may deem necessary. Each turbocharger must be presented cold and already drilled for sealing as per the Turbocharger Sealing Requirements shown in the NRC (e.g., a metal wire allowing a seal to be applied must be in place).
 - (ii) The competition automobile does not need to be present at Turbo Scrutiny.
 - (iii) Only those assemblies which have been sealed may be used during the event. The Chief Scrutineer must be informed of any substitution throughout the event.
 - (iv) It is compulsory to submit any replaced assemblies to the Chief Scrutineer.
 - (v) If it is noted at any time during the event that an assembly has not been submitted or that one which has not been checked has been used, the automobile shall be excluded from the Event.
- (k) Additional checking may be carried out at any time during the event, of the Crew members as well as of the automobile. The competitor is responsible for the technical conformity of his automobile throughout the entire duration of the event, under pain of any penalties pronounced by the Stewards.
- (l) Each Crew who gain points in a Heat/Leg and fail to finish the final Heat/Leg must make their automobile available for scrutiny prior to departing the event. Failure to do so may result in loss of points from the earlier Heats/Legs.
- (m) Post-event scrutiny may involve the dismantling of an automobile and/or its components for detailed inspection.
- (n) Vehicles for post-event scrutiny shall be:

- (i) 1st place in the general classification and two other automobile's chosen by the Stewards;
- (ii) Each other automobile selected at the absolute discretion of the Stewards;
- (iii) Each automobile required to be examined following a protest which must be lodged within 30 minutes of the last finisher in the relevant part of the event completing their competition; and
- (iv) each automobile required to be examined following a decision of the Clerk of the Course.
- (o) Each automobile required for post-event scrutiny must be accompanied by the relevant homologation papers, recognition documents or workshop manual under payment of any penalties imposed by the Stewards. Each item to be examined at post-event scrutiny shall be as approved by the Stewards.
- (p) After the completion of Heat/Leg 1, each selected automobile may be subject to scrutiny.
- (q) Once an automobile has been released from parc fermé at the finish of the event, it may not be recalled for inspection.
- (r) The Stewards may request additional checks and/or additional automobile's to be checked.
- (s) Should identification marks be affixed, it is the responsibility of the Crew alone to see that these are protected until the end of the event. Should they be missing, the automobile shall be excluded from the event immediately.