

Modified Article	Date of Application	Date of Publication
Rally Standing Regulations - 2023 Review	01/07/2023	01/07/2023
4.4 (a)	23/08/2023	23/08/2023
Appendix A 3.1 (a) (iv)	23/08/2023	23/08/2023
Appendix A 3.4 (a)	23/08/2023	23/08/2023

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices. Any HEADING is for reference only and has no regulatory effect.

## 1. PREAMBLE

### 1.1 GENERAL

- (a) A National Rally (NR) as defined in the Rally Standing Regulations (RSR), shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules of Motorsport Australia (NCR) including Appendices and Schedules, the Rally Standing Regulations (RSR), including Events General (EG), Special Stage Rallies (SSR), Vehicles General (VG), Tarmac Rally Technical Regulations (TRTR), these Regulations, any Further Supplementary Regulations or Bulletins authorised under these regulations and any Technical Regulations as approved by Motorsport Australia.
- (b) A National Rally shall be conducted as a Special Stage Rally in accordance with the RSR.
- (c) Each National Rally must be approved by Motorsport Australia prior to any Event Organiser publishing that a National Rally is to be conducted under Motorsport Australia.
- (d) A condition imposed by these regulations; it shall take precedence over the RSR.

### 1.2 STATUS

Each Event, including all Tarmac Rallies as defined in RSR EG, shall be conducted at National level, under these regulations, unless Motorsport Australia approves a different status. An application to vary the status shall be made to Motorsport Australia at least six weeks prior to the publication of any information concerning the Event.

### 1.3 CALENDARING AND APPROVAL

Each Organiser must respect the calendar planning and Event approval process of the State in which the Event is to be conducted prior to applying for a date on the national calendar. Where a potential conflict is identified, additional consultation with Motorsport Australia will be required.

### 1.4 SHAKEDOWN ACTIVITY

Events may incorporate a 'Shakedown' activity prior to any Competition. This shakedown shall be non-competitive (no timing/results) and may be conducted on an approved Special Stage or other motor sport venue.

## 2. COMPETITION LICENCES:

For Licence requirements for a Competitor, Driver, Co-Driver and Navigator refer to the Manual – General Appendix - Licences.

- (a) Each Driver and Co-Driver must possess current and valid civil driving licences issued by appropriate civil authorities which permit driving on public roads without the need for supervision, except as provided below. Such driving licences must be presented to the Organiser at the Event documentation and upon request.
- (b) The requirement for a civil Driver's licence does not apply to any Co-Driver holding a Rally Licence issued with a Navigator only condition. A Crew member who does not present a valid civil driving licence at the Event documentation check (including those holding a Navigator only condition) is required to sign a declaration to the effect that they will not drive the vehicle entered during the Event. Should they

subsequently do so, that vehicle will be deemed to have been withdrawn from the *Event* and the *Driver* will be subject to an additional penalty, to be determined by the Stewards.

### 3. ELIGIBLE VEHICLES

#### 3.1 ELIGIBILITY

- (a) Each *Automobile* shall comply with *Rally Standing Regulations - Vehicles General*.
- (b) Each *Automobile*, entered in a *Tarmac Rally* shall also comply with the *Rally Standing Regulations - Tarmac Rally Technical Regulations*.
- (c) Subject to the approval of *Motorsport Australia*, *Supplementary Regulations* may allow automobiles which do not comply with these requirements.

#### 3.2 TECHNICAL DELEGATE

A Technical Delegate may be appointed in accordance with the *NCR*.

#### 3.3 PARC FERMÉ

The *Organiser* shall provide a *Parc Fermé* at the end of the *Event* until such time as cars are released by the Stewards.

### 4. OFFICIALS

#### 4.1 CLERK OF THE COURSE

The Clerk of the Course shall hold a minimum of a Silver Event Command *Licence* and the *Rally* endorsement or shall be in the process of being assessed to hold this *Licence* under conditions set by *Motorsport Australia*.

#### 4.2 CHIEF SAFETY OFFICER

- (a) A Chief Safety Officer will be designated in the regulations of the *Rally*. They will belong to the Organising Committee and will take part in the devising of the Safety Plan.
- (b) During the *Rally* will be in permanent communication with *Rally Command*, the Chief Medical Officer and the *Start* of each special stage (by telephone or radio).
- (c) The Chief Safety Officer will be responsible for the implementation and enforcement of the Safety Plan.

#### 4.3 COMPETITION CHECKER

- (a) *Motorsport Australia* shall appoint a *Competition Checker* who:
  - (i) Must be a highly experienced *Rally Driver / Co-Driver* with consistent proven outright results and approved by ARCom.
  - (ii) Must hold a *Motorsport Australia* Official's *Licence* and must have completed a *Rally Checker* course.
- (b) Prior to the *Event*, the *Competition Checker* in conjunction with the *Organisers* shall check that as far as practicable the *Event* will meet the safety requirements relating to the *Competitors* including:
  - (i) Attend the *Course* check with the *Event* Checker to advise and assist the *Event* Checker. If this is not possible the *Competition Checker* is to complete a check of the *Course* with the Clerk of the Course or nominee.
  - (ii) They are to check that any potentially significant hazardous corner or section of road is appropriately cautioned, arranged to be protected appropriately or avoided.
  - (iii) If a hazard has been assessed by the *Organiser* as protected by an existing barrier, they must confirm that the *Organiser* has used a reasonable basis for such assessment.
  - (iv) The *Competition Checker* will prepare and submit to *Motorsport Australia* a written report on their initial and any subsequent review of the *Course*.
  - (v) The *Competition Checker* is to approve the Reconnaissance Notes before they are issued, if applicable.
  - (vi) The *Competition Checker* is to check that RSZ, RTZ, NZ and VC's are planned to be positioned to manage identified hazards or speeds, for example, a jump or depression likely to unsettle cars, a tight corner after a straight, a deceptive corner or a difficult unsighted corner.
  - (vii) *Competition Checker* must liaise closely with the *Event* Checker prior to the *Event* and ideally will complete a second check of the *Course* with the *Event* Checker after the Road Book has been prepared for review and approval.
  - (viii) The *Competition Checker* must check that the Clerk of the Course has appropriately identified all Black Spots on the *Event* and that they are appropriately referenced.

- (c) During the *Event*. Drive each Special Stage, between the 000 and 00 cars, (this should be included in the Course Car Schedule), with the purpose of ensuring:
  - (i) Road conditions are safe and as per the road book.
  - (ii) Advise of any hazards on the *Course* that may not be in, or have changed since the *Course* check, and may require an advice to crews.
  - (iii) Liaise with the *Event* Checker in 00 on the above points.
- (d) The *Competition* Checker will provide *Motorsport Australia* a post *Event* report based on observations undertaken at the *Event* by the *Competition* Checker or their nominated representative attending the *Event*.

#### 4.4 EVENT CHECKER

- (a) An *Event* Checker (previously referred to as a “Course Checker” and licenced by Motorsport Australia as “Course Checker”), approved by *Motorsport Australia*, shall be appointed by the appropriate State Rally Advisory Panel to each *Event* as per RSR EG 1.7.
- (b) The *Event* Checker acts as an advisor to the Clerk of the Course, and as a condition of *Event Permit* issue, must be satisfied that the *Event* can be conducted in accordance with; the NCR, the RSR and Public Safety and Control Procedure, Checkers Manual, the Series Regulations, the *Event Supplementary Regulations*, any *Further Regulations* or Bulletins issued for the *Event* and any other requirements of the *Motorsport Australia*.
- (c) The *Event* Checker must also ensure that the proposed Route Instructions define the intended route unambiguously, and that on the day of the *Event*, it is safe for the general public, officials and each Crew.
- (d) The *Event* Checker shall travel in the 00 car and checks the Special Stage ensuring it is secure and ready for *competition* to start.
- (e) The *Event* Checker should liaise with the *Organisers* and *Competitors/Crews* to identify any concerns that may have surfaced during the running of the *Event* for addressing prior to the running of the next *Event*.

#### 4.5 COMPETITOR RELATIONS OFFICER

- (a) Competitor Relations Officers (CRO) must have:
  - (i) A wide knowledge of the sport and ideally have been involved as a *Competitor*, official, or held organisational or management positions.
  - (ii) An intimate knowledge of the *Event Supplementary Regulations*.
  - (iii) An up-to-date knowledge of rule and regulation changes.
  - (iv) Hold the appropriate *Motorsport Australia* Officials Licence.
  - (v) A good understanding of the procedures and timeframe under which a *Competition* operates.
  - (vi) The ability to assist *Competitors/Crews* by listening to problems, questions, queries, and be able to source the answers.
  - (vii) A knowledge of when a word of advice would stop a situation escalating, and of how to solve problems before they escalate.
  - (viii) A desire through his/her actions to make the *Competition* as enjoyable as possible for both *Competitors*, *Crews*, and officials.
  - (ix) The ability at all times to be a good listener, be fair, use common sense, and to present an even disposition and act as a calming influence.
  - (x) In order to be seen as impartial and unbiased, a CRO should not be a member of the *Event* organisation.
- (b) Identification
 

The *Competitors' Relations Officer* must be easily identified by *Competitors* and *Crews* and to this end it is required that:

  - (i) A photograph of each CRO be included in the *Supplementary Regulations* (if possible).
  - (ii) Their photographs and contact numbers be listed.
  - (iii) They be introduced to the *Competitors* and *Crews* at drivers' briefings.
  - (iv) They wear a very conspicuous tabard or clothing (red or yellow is standard).
  - (v) They are supplied with a list of *Competitors'* contact telephone numbers by the *Event* Secretary.
- (c) Function
 

The function of the CRO is to:

  - (i) Give accurate answers to all questions.
  - (ii) Keep *Competitors* and *Crews* informed and play a mediating role at all times.
  - (iii) Provide all information or additional clarification in connection with the *Supplementary Regulations* and the running of the *Competition*.
  - (iv) Be available to all *Crews*, especially inexperienced *Crews*.
  - (v) Endeavour to keep as many *Crews* in the *Event* as possible.
  - (vi) Act as a calming influence on perceived injustices in the *Competition*.

- (d) Mediation  
In resolving and mediating in disputes, a CRO should:
- (i) Avoid forwarding questions to the Clerk of the Course or Stewards which may be solved satisfactorily by a clear explanation, with the exception of protests. (For example, clarify disputes over times, with the assistance of the timekeepers)
  - (ii) If the lodging of a protest from a *Competitor* is inevitable, then advice should be given on the judicial process and procedures which must be followed.
  - (iii) Refrain from saying anything or taking any action which may give rise to protest.
  - (iv) Clear up any unresolved queries at the finish of the *Competition* before *Provisional Results* are posted.

## 5. SAFETY

### 5.1 SAFETY PLAN

Each *Event* must compile a written Safety Plan

- (a) The Safety Plan must include the following information:
- (i) The location of *Rally* Headquarters and *Rally* Command Centre.
  - (ii) The names and contact information for the Clerk of the Course, Deputy Clerk of the Course and Chief Medical Officer (or Medical Services Manager).
  - (iii) The addresses and telephone numbers of the various safety services including, but not limited to, Police, Hospitals, Emergency Medical Services, and Firefighting Services.
  - (iv) Full *Event* itinerary.
  - (v) Procedures for tracking competing vehicles; and
  - (vi) Safety Plan for each Special Stage.
- (b) The Safety Plan must also include, for each Special Stage:
- (i) A list of all Senior Officials and Emergency Services for the Special Stage (including contact information).
  - (ii) Include a detailed map of the Special Stage indicating the location of MIVs/Ambulances and radio points.
  - (iii) Provide instructions for intervention.
  - (iv) Define evacuation routes; and
  - (v) identify the Hospitals which will be used in the event of an emergency.
- (c) The Safety Plan should address issues related to the safety of the public, competing crews and officials.
- (d) A draft of the Safety Plan must reach the *Motorsport Australia* at least four weeks prior to the start of the *Rally*. Any comments by *Motorsport Australia* will be advised within two weeks of receipt.

### 5.2 SPECIAL STAGE SPEED

- (a) *Course* design should take into account the principle that no Special Stage on a *Rally* should exceed 120km/h + 10% in average speed.
- (b) On roads which will likely result in higher average speeds, measures can be taken to reduce average speeds. These ideally should be located in such a way so as to reduce top speeds, reduce entry speeds into corners which would otherwise have high-speed braking beforehand, and/or have some other feature which may deem the corner 'difficult'. See RSR SSR.
- (c) Such measures should be discussed with and approved by both the *Event* and *Competition* Checker. Advance warning of their possible inclusion should be included in the *Supplementary Regulations* of the *Event*.
- (d) If a method not presently approved is intended to be implemented by the *Organiser*, approval is required from *Motorsport Australia*. At least two working weeks should be allowed for such an approval, if all necessary information, diagrams etc. are provided in electronic form at the point of application or otherwise a longer timeframe may be required.
- (e) If the maximum permitted average speed in a Special Stage is exceeded, then that Special Stage will not be approved for inclusion in the *Event* the following year unless some measure has been taken that would likely result in the reduction of the average speed of any competing car to below the maximum.
- (f) Maximum Speed Limit (SL) Category  
The *Organisers* may impose a maximum speed limit category, which shall be detailed in the *Supplementary Regulations*.
- (i) The *Supplementary Regulations* shall specify speed limit categories to be included in the *Event*.
  - (ii) Tarmac rallies must include at least one 130kp/h speed limit category.
  - (iii) The *Supplementary Regulations* shall specify the penalty scale for exceeding this speed limit.
  - (iv) *Competitors* are encouraged to make provision in the *Competition* Automobile for some form of speed warning for the benefit of the Crew.

- (v) The *Organisers* will have mounted in each vehicle a device capable of recording and/or transmitting the vehicles speed while on a Special Stage. i.e., RallySafe or RallySafe Lite.

### 5.3 SAFETY NOTES

Refer *Rally Standing Regulations – Special Stage Rally Article 2.6 (a)*.

The provider of any Safety Notes to be used for the *Event* must be approved by *Motorsport Australia*. They must provide a copy of the notes to be distributed to their customers for any *Event* to the *Competition Checker* for approval before they are distributed. They must also provide a list of their customers to the *Organisers*. Safety Notes must feature CARES, CAUTION, DANGERS and Black Spot warnings which conform with the Road Book however may contain additional information.

### 5.4 CREW EXTRICATION TEST

A crew member must be able to demonstrate that they can extricate through an open door of the car from a belted position in full apparel within a specified time as set by *Motorsport Australia*. Such extrication tests must be undertaken at least once annually at a *Motorsport Australia Event*.

## 6. MEDICAL REQUIREMENTS

### 6.1 GUIDING PRINCIPLES

- (a) In the event of an accident, with injury to Crews, the requirements of the Medical and Rescue Services at the *Event* are as follows:
  - (i) A timely response to the accident scene.
  - (ii) Safe extrication of the injured Crew member.
  - (iii) At the scene treatment and stabilisation of the injured patient.
  - (iv) Timely and safe evacuation of the patient to definitive care.
- (b) All rescue operations requiring the despatch of a medical vehicle are to be initiated following a specific order from the Clerk of the Course. Any evacuation should be carried out using the routes and hospitals described in the Safety Plan.

### 6.2 ORGANISATION OF MEDICAL SERVICES

- (a) Medical Delegate
  - (i) *Motorsport Australia* (MA) may appoint a Medical Delegate for the *Motorsport Australia Rally Championship* and Tarmac Rallies.
  - (ii) Their role is to liaise with both the *Event Organisers* and the medical service provider to ensure that the medical and rescue services are of the required standard for that *Event*.
- (b) Chief Medical Officer (CMO)/ Medical Service Coordinator (MSC)
  - (i) The CMO should be a doctor with emergency management experience and preferably with some pre-hospital experience.
  - (ii) This person must be present at the *Event* and is responsible for managing all medical resources. He/she will be involved in devising the Safety Plan, along with the Medical Delegate from MA.
  - (iii) In the absence of a CMO, a MSC may be appointed in their stead. The MSC should be medically trained either as a paramedic or a nurse. The only function they are unable to perform is to certify Crews fit to compete. In such a case that can be done by the Medical Delegate.
- (c) Medical Intervention Vehicles (MIV)
  - (i) Ideally this should be a 4x4 vehicle capable of carrying 2 or 3 crew plus equipment which may be dual use (including both medical and rescue gear) or purely medical.
  - (ii) A MIV should be stationed at the Start of every active stage. This MIV must be able to reach any point on the stage without travelling more than 15 kms, including short cuts. If this cannot be achieved then a mid-point MIV should be employed in addition to the Start vehicle.
  - (iii) An Ambulance can be used as a MIV provided it can safely traverse the stage. If an ambulance is used there must be a separate Rescue vehicle available close by.
  - (iv) The MIV's/Ambulances may loop or progress through the *Event* provided that all special stages have MIV/Ambulance coverage whenever that Stage is active. No special stage may start, or continue, unless the appropriate number of MIVs/Ambulances are present.
  - (v) It is to be recommended, that if resources permit, there be a 'roving' MIV, usually designated as the Incident Control Vehicle (ICV). This should have experienced personnel as the crew such as the CMO/MS and senior paramedic.  
It backs up any MIV deployed and assists in scene management and evacuation. It can also replenish any MIV involved in an incident if required.
  - (vi) Have a designated running schedule which maximises the efficiency of the MIVs which must be included as part of the published *Event Safety Plan*.
  - (vii) Be in constant radio contact with *Rally Command*.
  - (viii) Carry a minimum of two (9kg or 9 litre) fire extinguishers; and

- (ix) be suitable to be able to traverse the stages in all weather conditions.
- (d) **MIV Safety Check**
  - (i) To provide the last Crew with the protection of another vehicle close behind them, an MIV may proceed through each stage 2 minutes after the last crew starts. This will ensure that the last crew has a vehicle checking on them even if the Sweep car is delayed. The MIV can provide early medical intervention in the event of an accident which may have occurred late in the running of the stage.
  - (ii) This will also allow the MIV medical crew to check on the status of any crews who have had accidents during the stage, before the road is opened to normal traffic after the Sweep car has passed. Completion of Stage Safety Check must be communicated to *Rally Command* at the earliest convenient time, preferably with timings documented.
- (e) **Accident & Injury Reporting**  
It is the responsibility of the paramedic or doctor attending an incident to provide to the Clerk of the Course/Stewards a *Motorsport Australia* Accident and Injury Report for every incident attended.
- (f) **Rescue/Extrication Services**
  - (i) Rescue equipment and personnel may either travel with a dual use MIV (preferred) or be in a separate vehicle.
  - (ii) Each vehicle should have rescue/cutting equipment and some fire suppression capability plus appropriately trained personnel.
  - (iii) If a separate vehicle is used, it must be located centrally to the active stages and be able to respond promptly to any incident when required.
- (g) **Ambulances**
  - (i) Where MIV's are used, an ambulance must be stationed at a central location, near to the active stages. Ambulances should be no more than 30mins driving time from the most remote point on a special stage.
  - (ii) This ambulance should be dedicated to the *Event*. In the event of this ambulance being used for an evacuation, it is acceptable for a local ambulance to provide back-up whilst remaining at the depot, the 30-minute travel time constraint still applying.
- (h) **Helicopters**
  - (i) The cost of having dedicated helicopter evacuation capability for each *Event* is prohibitive.
  - (ii) It is entirely acceptable to use the local Helicopter Emergency Medical Service (HEMS) who should be informed of the *Event* prior to its commencement.
  - (iii) Suitable landing spots in or close to each stage should be identified in the Safety Plan.
- (i) **Dispatch of Medical/Rescue Services**  
All rescue operations requiring the dispatch of a medical vehicle are to be initiated following a specific order from the Clerk of the Course. Any evacuation should be carried out using the routes and hospitals described in the Safety Plan.
- (j) **Medical Services for the Public**
  - (i) It is recommended that First Aid services for the public should be provided wherever spectator areas managed by the *Organiser* are made available. These services shall be under the direction of the Chief Medical Officer.
  - (ii) If residents are 'locked-in' by any stage passing their property, then they should be provided with an emergency contact number to ring the *Organisers* in case of any medical emergency at their location.
  - (iii) Whilst the medical resources are directed to the *Rally Event*, bystander or civilian medical emergencies cannot be ignored and should be responded to as required, depending on their severity.

### 6.3 REQUIREMENTS FOR MIV'S

- (a) **General**  
The MIVs should:
  - (i) Be crewed by personnel trained in resuscitation plus fire suppression and extrication (where appropriate).
  - (ii) Have a designated running schedule which maximises the efficiency of the MIV's which must be included as part of the published *Event Safety Plan*.
  - (iii) Each MIV to be in continuous radio contact with *Rally Command*. The need for good 'comms' cannot be over emphasised.
  - (iv) Equipped with one complete medical kit.
  - (v) Equipped with rescue and extrication gear where the MIV is dual use.
  - (vi) Equipped with at least 2 fire extinguishers of 9kg or 9litre capacity.
  - (vii) Vehicles must be suitable to be able to traverse the stages in all weather conditions.
- (b) **MIV Personnel**

- (i) The MIV crew must consist of at least two (2) persons, one being an individual trained in resuscitation/trauma management with appropriate medical equipment, with the other a Fire Fighter who is trained in rescue and resuscitation.
  - (ii) The medical personnel should be able to:
    - (A) Intubate and ventilate a patient using ETTubes and iGels.
    - (B) Gain intravenous access and administer IV drugs.
    - (C) Resuscitate patients using CPR and be proficient in the use of defibrillators.
  - (iii) Students are welcome additions to the team but must only be supernumerary and not in place of more qualified personnel.
- (c) MIV Situations  
The MIV should have equipment enough to cover the following situations.
- (i) Equipment for securing the Airway:
    - (A) Oro-pharyngeal and naso-pharyngeal airways
    - (B) Laryngoscope, bougies and introducers
    - (C) ETTubes and iGels
    - (D) Equipment for the difficult airway
    - (E) Method of CO2 detection
    - (F) Device for measuring oxygen saturation
    - (G) Stethoscope
  - (ii) Equipment for Ventilation:
    - (A) Portable suction device
    - (B) Suction catheters
    - (C) Portable oxygen cylinder with reducing valve and appropriate connections
    - (D) Facemasks including a non-rebreather mask
    - (E) A Bag-Valve and Mask
  - (iii) Equipment for Circulatory Support:
    - (A) Various tourniquets plus a Combat Tourniquet
    - (B) Equipment for Intravenous (IV) access
    - (C) A heart monitor and defibrillator
    - (D) BP Cuff
  - (iv) Equipment for Immobilisation:
    - (A) Cervical collars (soft/hard)
    - (B) A spine board
    - (C) Pelvic Binder
  - (v) Dressings:
    - (A) A selection of dressings including field dressings
    - (B) Burns dressings
  - (vi) Drugs:
    - (A) Drugs for resuscitation
    - (B) Drugs for cardio-vascular problems
    - (C) Drugs for anaesthesia including opioids, paralysis agents and sedatives
    - (D) Drugs for treatment of diabetic problems
    - (E) Drugs for assistance in controlling of bleeding (TXA)
    - (F) Drugs for the treatment of anaphylaxis
  - (vii) Miscellaneous:
    - (A) Scissor capable of cutting fabric including seat belts
    - (B) A survival blanket
    - (C) A ground sheet
    - (D) Some black material to place over the operator whilst intubating in bright light
    - (E) Non sterile gloves of various sizes
    - (F) Various splints

- (d) MIV – Equipment  
Each MIV must carry suitable equipment to perform the role as a first responder to any incident. Equipment including the following or otherwise of a similar recognised requirement:
- (i) Suction:
    - (A) Hand Held Suction Unit
    - (B) Suction Catheters – 5G , 14G & Yankeur
    - (C) Syringe 50 ml – with catheter tip
  - (ii) Airway / Breathing Management:
    - (A) Oxygen Delivery System – Minimum C Size with O2 tubing
    - (B) ‘Bag, valve, mask’ with Oxygen Reservoir
    - (C) Size 3, 5 masks
    - (D) HME filter
    - (E) Easy Cap CO2 Detector – or inline detectors if using capable monitors (EG Lifepak 12, 15)
    - (F) Set of Adult Oropharyngeal Airways
    - (G) Nasopharyngeal Airways 6.5 to 8.0
    - (H) Endotracheal Tubes 7, 8 & 9 x 2
    - (I) iGels 3,4, &5
    - (J) Bougie
    - (K) Pneumocath / Dwellcath plus attachment for Heimlich valve
    - (L) Therapy Masks – High Concentration, Medium Concentration, Nebuliser x 2
    - (M) Mini Tracheotomy Kit – Medical Officer Use
    - (N) Alternative may be Cricothyrotomy kit (eg scalpel, forceps, size 6 ETT)
    - (O) SPO2 Monitor
    - (P) Cotton tape to secure ETT
    - (Q) Lubricating gel for ETT
    - (R) Laryngoscope Size 3/4 MAC
  - (iii) Immobilisation:
    - (A) Soft Cervical Collars
    - (B) Spine Board with Spider Straps – Desirable
    - (C) Pelvic Splint
    - (D) Cardboard, inflatable. vacuum or SAM Splint Set
    - (E) KED Extrication Device or Similar – desirable
  - (iv) Circulatory support:
    - (A) IV Giving Sets
    - (B) IV Cannulae – size 14, 16, 18 and 20
    - (C) 3 way taps or luer lock valves
    - (D) Venous tourniquets
    - (E) Normal Saline Solution 500 ml x 2
    - (F) Bone injection Gun / Manual Intraosseous needles
    - (G) Sphygmomanometer and Stethoscope or electronic BP measurement
    - (H) Arterial tourniquet
    - (I) Other miscellaneous – Rapid Rhinos, dental blocks, QuikClot gauze
  - (v) Dressings:
    - (A) Selection of dressings, including 10 large field dressings
    - (B) Burns dressings
    - (C) Gloves, non-sterile
  - (vi) Miscellaneous:
    - (A) Shears to cut through harnesses and overalls,
    - (B) Rigger gloves
    - (C) Set of small hand tools
    - (D) Seat belt cutter
    - (E) 1 x Sharps Container
    - (F) Glucometer
    - (G) NG tubes 14Fr
    - (H) Defibrillator – Desirable
    - (I) Suture kit – instruments, 2/0, 4/0 suture material, Skin glue
    - (J) Emesis Bags
    - (K) Waste Bags
    - (L) Blueys
    - (M) Emergency Space Blankets
    - (N) Sterile and non-sterile gloves
    - (O) Appropriate Motorsport Australia paperwork



(e) MIV – Medications

ITEM	PER MIV	ICV
Adrenaline 1.1000 1mg in 1ml IV	5	5
Aspirin (Disprin 300MG)	5 doses	5 doses
Glucose 10% 500ml IV	1 bag	1 bag
Glucose Oral Gel	4	4
Ibuprofen Tabs	1 sheet	1 sheet
Imodium Tabs	1 sheet	
Ketamine 200mg in 2ml IV	2 vials **if CCP**	2 vials
Lignocaine 1% with adrenaline SC **if basic suturing kits provided**		5 vials
Maxalon 10mg in 2ml IV	5 vials	5 vials
Metaraminol 5mg in 10ml syringe	--	2 syringes
Methoxyflurane	2 vials	2 vials
Midazolam 5mg in 1ml IV	5 vials	5 vials
Morphine 10mg in 1ml IV	5 vials	5 vials
Naloxone 400mcg in 1ml IV	2 vials	2 vials
Nexium 40mg	1 sheet	1 sheet
Nitrolingual Spray or tablets	1 bottle	1 bottle
Ondansetron 8mg wafers	1 box	1 box
Ondansetron 4mg IV	5 doses	5 doses
Paracetamol	1 box	1 box
Penthrox Inhaler*	5 doses	5 doses
Rocuronium 100mg		2 vials
Salbutamol Inhaler (Ventolin)	1 inhaler	1 inhaler
Sodium Chloride 0.9% 09mg in 10ml for injection	10 doses	10 doses
Sodium Chloride 0.9% 1000ml	2 litres	2 litres
Rocuronium 100mg IV	--	2 doses
Tranexamic Acid 1mg vials IV	2 mg	2 mg
Vecuronium 4mg in 1ml		5 vials

**7. MEDIA**

Media shall be accredited in accordance with the *Motorsport Australia* requirements, noting specific additional regulations in relation to the use of Drones\RPAs.

**MODIFICATION APPLICABLE ON 01/01/2024**

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# APPENDIX A – TARMAC RALLIES

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## 1. PREAMBLE

### 1.1 GENERAL

This appendix applies to all Tarmac Rallies that are run as per the definition in the *Rally Standing Regulation – Event General*, Article 1.29.

The Standing *Rally Regulations*, *Events General (EG)*, *Special Stage Rally (SSR)*, *National Rally (NR)*, *Vehicles General (VG)* and *Tarmac Rally Technical Regulations TRTR* will apply to all Tarmac Rallies.

### 1.2 DEFINITIONS

(a) Base Time

The Base Time is the target time set for a Crew to complete a Special Stage without incurring a time penalty. Time achieved under the Base Time does not count, and no advantage is gained by being under this time.

Example: if the base time for a stage is set at 8:00 minutes and the Crew complete the Special Stage in 8:05 the crew will incur a five second penalty for that Special Stage. The five seconds will be added onto the Crew's total penalty time for the *Event*. If the Crew complete the Special Stage in 7:50 there is no benefit gained being 10 seconds under the Base Time. It is the Crew's responsibility to manage each Special Stage Base Time.

(b) Transport / Liaison Section

A Section of the *Event* with minimal driving and Navigation demands designed to take vehicles from one Touring Section / Special Stage to another. A Transport / Liaison Section may be untimed for competition but Late Time limits may apply.

(c) Time Speed Distance (TSD) Stage

(i) Also known as an Average Speed Section. Refer *Motorsport Australia National Touring Standing Regulations Article 2.1*

(ii) This type of Special Stage is designed for Crews to accurately gauge when they will need to cross pre-determined points within a Special Stage and the time, they reach the flying finish line.

## 2. COMPETITION

(a) An outright *Competition* category will not be approved unless a speed limited *Competition* is included in the *Event* as per RSR – SSR Article 5.6 (c).

(b) Any Crew which fails to report a hazard of their making of which they can reasonably be assumed to have knowledge, may be deemed in breach of the regulations and appropriately penalised by the Stewards.

(c) A number of "warm up" stages should be used. These stages should be designed by the *Organiser* to phase in a driver to the *Competition* regime. They should be Category B stages and should not require unrealistically slow driving and should be relevant to the upcoming *Competition* stages. These warm up stages should accommodate progressively increasing pace.

(d) Judicial Cameras

Each competing car must be fitted with a forward-facing on-board camera. The *Competitor* is responsible for ensuring that this camera is recording on each *Competition* stage, and that no recording is deleted until midnight of the day of recording. The recording must be made available to the Clerk of the Course or Stewards upon demand.

## 3. COURSE

### 3.1 ROAD SELECTION

(a) Avoid competitive use of sections of road which:

(i) The *Organiser* is responsible for the selection of *Competition* stages and is expected to use reasonable judgement in selection, taking into account safety considerations. However, it should be noted that these *Events*, like all rallies, are not conducted on dedicated racing circuits and therefore it is acknowledged that not all roadside risks can be completely mitigated.

(ii) Feature significant un-protectable roadside objects in identified likely run off areas, particularly on downhill sections, which, in the reasonable assessment of the *Organiser* (as reviewed by the *Competition Checker*), present a significant risk to Crews including but not limited to trees, poles, unprotected drops, and unprotected water-bodies.

- (iii) Feature long straights or long sections of sweeping slight bends, particularly on wide roads, which add little to the challenge of the stage, unless the sections are “interrupted” by some artificial slowing device, either actual or virtual.

Note – calculated corner speed should be one factor considered when assessing the level of risk.

- (iv) [The use of any section of road on a Special Stage where communication to Rally Command or the Stage Commander is not possible at every point of the stage is prohibited. Communication can be via, Radio, Mobile Phone, Satellite Phone.](#)

### 3.2 HAZARD-PROTECTION

With all hazard-protection measures in place, a stage with an average speed above 132kph, is not acceptable. The average speed maximum is 120kph + 10%.

### 3.3 STAGE GRADING

- (a) Tarmac Special Stages will be graded into either Category A or Category B.
  - (i) Category A Special Stages may have a Base Time which equates to an average speed in excess of 120kph.
  - (ii) Category B Special Stages must not have a Base Time which equates to an average speed in excess of 120kph.
  - (iii) Only those Special Stages graded Category A will be permitted to have a Base Time which is impossible or unlikely to be beaten by any Crew in dry conditions.
- (b) A Category A stage could have a Base Time which equates to an average speed of 140kph (but it shouldn't be running if in fact cars are completing it in a time which equates to in excess of 132kph). So, if the fastest car completes the stage in a time which equates to 125kph then that car won't beat the Base Time so they have accrued penalties and every other car will have even higher penalties.
- (c) Category B stages will still be a competitive stage but, by their nature, with a Base Time that a fair proportion of the *Competition* field will beat, those cars will get no penalties if they finish it within the Base Time and they get no benefit from beating the Base Time. This is the key – to disincentivise Crews from driving hard on stages they should clean. Some cars in the field, likely lower powered classics, won't beat the Base Time so they will accrue some penalties. There may also be cars that are capable of beating the Base Time but have a mechanical or (hopefully not) a minor crash or fail to start the stage at all in which case they won't beat the Base Time so they will accrue penalties.
- (d) Category A Special Stages
  - (i) Are to be limited to sections of road:
    - (A) Which do not feature sections on which a terminal speed of 200kph is likely to be achieved and maintained for 1km or more, noting that this can be mitigated in certain circumstances by the introduction of a actual or virtual device to slow vehicles (noting that a lower terminal speed is more desirable).
    - (B) Which do not include prolonged downhill sections containing significant unprotected roadside objects which could be reasonably expected to cause death or serious injury if impacted by a competing car.
    - (C) Where the outside of bends where it can reasonably be anticipated that a vehicle might leave the road at a speed likely to result in serious injury or which feature steep drops, are protected by Armco or similar vehicle retaining barriers, earth banks or rock walls, or the risk of the vehicle leaving the road is mitigated by the use of a virtual or actual chicane or other appropriate speed reduction measure.
    - (D) On which immovable solid roadside objects in the direct predictable path of vehicles in run-off zones, such as trees or poles, or steep drops off the edge of the road, which are reasonably foreseeable as likely to cause serious injury in the event of a collision, can and will be protected by hay bales, water barriers or tyre bundles, or the risk of collision is mitigated by the use of a virtual or actual chicane or other appropriate speed reduction measure.
  - (ii) In the discretion of the Clerk of the Course, Category “A” stages can be downgraded to a Category “B” stage in wet conditions.
  - (iii) If an average speed in excess of 120kph is achieved by any car on a Category “A” stage, the stage may not be used without amendment in future and the fact of that exceedance is to be reported to ARCom.

- (e) Category B Special Stages
  - (i) Category "B" stages may feature some unprotected roadside objects or drop off edges in predictable run-off zones provided that they are appropriately cautioned and may feature mid length straights (less than 1km) or a series of slight sweeping bends.
  - (ii) The Base Time must be set for a Category B stage and must be more than the time reasonably anticipated that the fastest competition vehicle can complete the stage.
  - (iii) Under no circumstances may the dry Base Time for a Category B stage equate to a time which is greater than an average speed of 120kph. This reflects that a Category B stage will feature some hazards.
  - (iv) If a car completes a Category B stage by going under the Base Time by more than 10% it will incur penalties for each second under that 10%.
  - (v) If a car completes a Category B stage in a time which exceeds the Base Time by less than 10%, no penalties are accrued.
- (f) If a Category A stage has been downgraded to a Category B stage, the times of all cars which completed the stage before it was downgraded will be substituted for the wet Base Time to ensure that all Crews in a class are classified equitably. However, in that case, only penalties appropriate to the Category A status will apply to those completing the stage before downgrading.
- (g) The use of "neutral zones" should be considered where there are for example, two separated "technical" section of road separated by a section of very fast road.

### 3.4 COURSE CARS

- (a) In *Events* featuring Tour categories which traverse the *Course* ahead of *Competition* categories, the Crew in an additional *Course* car marked "Safety Checker" are to inspect each stage after the Tour field has completed the stage and before any *Competition* category commences. Their role is to ensure that spectators are in safe positions and to report any changed conditions on the *Course* which require notification to *Competition* Crews at the start control. They must also ensure that all the requirements prescribed by the *Competition* Checker have been implemented. ~~It will not be necessary for the Competition Checker to have any formal role during the running of the Event.~~
- (b) Each official Course Car (e.g. zero cars, sweep cars) must be fitted with an in-car camera which must be operational at all times on special stages.

### 3.5 SPECIAL STAGE NOTICE BOARD

An electronic noticeboard is to be positioned at the start of every special stage within clear view of crews approaching the start line on which is to be displayed the following information:

- (a) Stage declared "wet/dry/intermediate".
- (b) Cars stopped on stage – Car Number, Distance, Closest tulip reference in road book, whether car on or off the road and which side of the road.
- (c) The precise location of any damaged infrastructure or oil or fluid spill or other hazardous object on or near the road and whether on the racing line.

### 3.6 REPORTING INCIDENTS

If any Crews vehicle that has struck and caused material damage to a barrier which may have compromised its integrity or dropped oil or other fluids or noticed an unforeseen hazard on a special stage which is likely to present a risk to following cars, and that vehicle remains stopped at the scene, the Crew must

- (a) erect triangles to warn following vehicles; and
- (b) convey information about the incident to the *Organisers* as soon as possible or at the end of the stage.

This information is then to be added and displayed on the Stage Noticeboard.

## 4. TIMING

### 4.1 Base Time Stage

The Base Time is the target time set for a Crew to complete a Special Stage without incurring a time penalty. Time achieved under the base time does not count, and no advantage is gained by being under this time.

- (a) **Outright:** All vehicles have the same Base Time (and is called the Standard Base Time) irrespective of *Competition*, category, and class.
- (b) **Class:** Base Times are set for each class or specific vehicle, with the time applying to all Crews in a given class. The calculation of the Base Times and the classes they apply to shall be notified in the *Event Supplementary Regulations* or Sporting Regulations.

Example: If a class is shown as 11.5 (seconds per minute) in the VPT and the Standard Base Time for a stage is 5.00 minutes; the calculation is determined as follows:

The Index = Standard Base Time x Handicap

5 min x 11.5 sec = 58 sec (rounded up)

The stage Base Time for this vehicle class = 5 min 58s; being the Standard Base Time of 5 min + the handicap time of 58 sec.

This is the time then deducted off the crew's elapsed time (assume this was 7 min 34 sec) to give the penalty time for the stage: 7 min 34 sec – 5 min 58 sec = 1 min 36 sec

The Base Time may be different for each class with the cars in the fastest class subject to the shorter times.

- (c) The Base Time will be lowered by an appropriate amount in the event the stage is declared wet.
- (d) The Clerk of the Course may change the standard Base Time for any Special Stage before the first crew starts the stage. This will be communicated to crews the Official Notice Board

### 4.2 Minimum Time Stage

A minimum elapsed time for the first Special Stage (SS1) will be shown in the Road Book. Any breach of this time on this Special Stage will result in a 30 second penalty being applied. At no time can a vehicle slow to below 30kph or stop, unless being passed by another vehicle, in order to record a time greater than the minimum time. If a vehicle is found to have breached this requirement on this Special Stage this will result in a 30 second penalty being applied.

### 4.3 TIME SPEED DISTANCE STAGE (TSD)

This competition is designed for Crews to accurately gauge when they will need to cross pre-determined points within a Special Stage and also reach the flying finish line.

- (a) Scoring
  - (i) One penalty point will be awarded for crews crossing a pre-determined point on a Special Stage slower or faster than the allocated average speed for that section of the stage.
  - (ii) For example: For a 5 km Stage set at an average speed of 90 km/h, the loss of 1 point would be incurred for finishing the section at an average speed between 89.9 km/h and 90.1 km/h. In time, this would be between 3m 19.8s and 3m 20.2s a difference of 0.4 seconds. Similarly, to incur a penalty of two points this time window would be between 3m 19.6s and 3m 20.4s, a difference of 0.8 seconds over a 5 km/h stage. For a 10 km stage, at the same average speed, the loss of points would be on the same basis as above, but the time difference would be 0.8 seconds.
  - (iii) Special Stages will vary in length and using the formula outlined above penalty points will be awarded accordingly in recognition of average speed. The penalty for not reporting to any time control within the prescribed late time limit is 100 points per time control.
- (b) Navigation Instruments
  - (i) Electronic (i.e. Monit, Terratrip etc.) or mechanically driven navigation instruments may be fitted provided that their sole function is to only provide distance and speed measurements of the vehicle.
  - (ii) The fitment or carrying of any laptop PC, tablet PC and/or any smart technology device that can calculate the relevant position of the vehicle on the stage is forbidden.
  - (iii) A mobile telephone may be carried in the vehicle provided it is secured in such a way as to not be visible or usable by the Crew on a Special Stage, save for when required for emergency purposes.

- (iv) If this type of equipment is found to have been used for the purpose of calculating the relevant position of the vehicle on a Special Stage or other purpose deemed to be an advantage to the Crew to maintain an average speed for any time on any part of the *Course*, for the duration of the *Event*, a penalty of up to Disqualification may be applied by the Stewards.
- (c) Maximum and Minimum Speed
  - (i) The maximum speed that any TSD Crew can reach is 130 km/h. A one-point penalty will be applied per second that they are above 130 km/h as monitored via the *Event* tracking equipment. Any TSD Crew who exceeds 140km/h will have a 100-point penalty applied to their overall score for each offence on a particular leg. Any subsequent offence on a following leg will receive the penalty of Disqualification at the end of that leg. In the case of a second offence on the final leg this will be reported to the Stewards who may recommend to *Motorsport Australia* a penalty of *Suspension*.
  - (ii) Except where required by road conditions or other extenuating circumstances, Crews are also required to maintain a minimum speed of 30 km/h while on a Special Stage. If a Crew falls below 30 km/h, a one penalty point per second where the vehicle is below this speed as monitored via *Event* tracking equipment will be applied in each instance.

#### 4.4 Late Time Limits

- (a) Time in excess of the defined touring time is Late Time and Crews have a Late Time Limit, (refer the *Event Supplementary Regulations* or Sporting Regulations) in which to complete the Competition. Once a Crew has exceeded the Late Time Limit for a Leg, Heat or Day, it is deemed to have missed controls (even though they may have passed through them) and is penalised accordingly. 'Time Allowed' is the time listed in the road book to complete a Transport / Liaison Section. If this time is exceeded there is no penalty, but the time in excess of the allowed time counts towards late time.
- (b) The late time limit may be increased by the Clerk of the Course at any time if the circumstances warrant such an increase. If it is changed after the start of a Leg, Heat or Day Crews will be notified via the Official Notice Board.

#### 4.5 Time Controls & Late Time Penalty

- (a) In A to B timed *Events*  
A time control is a start control of any Transport / Liaison stage (Flying Finish and Start of each Section), a finish control of any Transport / Liaison stage, the start line of any Special Stage or the Flying Finish point of any Special stage. Transport / Liaison stage times have been calculated to allow for the time taken to travel from the flying finish to the start line of the next Special Stage.
- (b) Late Time is calculated between start and finish of Transport / Liaison stages. The penalty for not reporting to any of these time controls within the prescribed late time limit is 10 minutes per time control. Controls will close with the passage of the Sweep vehicle and once closed, the *Event* tracking system will be used to determine the time of arrival at the control point.
- (c) *Event Supplementary Regulations* or Sporting Regulations may describe a different set of regulations applying to Time Controls and Late Time Penalties.

#### 4.6 Changes to the *Event*

The *Organiser* may neutralise any stage or stages of the *Competition*, re-group the field in regard to running order, re-schedule any part of the *Course*, or terminate the *Competition* at any time. If the *Competition* is terminated when partly run, placing's will be determined, and the relevant awards made to those Crew's that have traversed the *Course* in accordance with the *Event Supplementary Regulations* or Sporting Regulations up to the time control immediately preceding termination. Any alteration to the schedules or Road Books will be in writing. At no time will oral advice take precedence over written instructions.