



**TASMANIAN RALLY CHAMPIONSHIP
SPORTING REGULATIONS**

2023



2023 TASMANIAN RALLY CHAMPIONSHIP

SPORTING REGULATIONS

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1. TASMANIAN RALLY CHAMPIONS (Outright)

YEAR	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
1964	RAY LONG	DON REID	DATSUN BLUEBIRD
1965	RAY LONG	DON REID/DARRYL REID	DATSUN BLUEBIRD
1966	RAY LONG ROSS FARMER	DON REID ROSS KELLY	DATSUN BLUEBIRD HR HOLDEN X2
1967	RAY LONG ROSS FARMER	DON REID ROSS KELLY	DATSUN BLUEBIRD HR HOLDEN X2
1968	LIN GIGNEY	TERRY LOBBAN	VW
1969	RAY LONG	DON REID	DATSUN 1600
1970	RAY LONG	DON REID	DATSUN 1600
1971	RAY LONG	ROSS KELLY	DATSUN 1600
1972	LIN GIGNEY JOHN POOLEY	ROSS KELLY BOB TYSON	VW SUPER BUG VW SUPER BUG
1973	RAY LONG	JOHN BROCK	DATSUN 1600
1974	RAY LONG	JOHN BROCK	DATSUN 180 B
1975	JOHN BROCK	BOB TYSON	TOYOTA CORONA
1976	JOHN BROCK TREVOR GARRET	BOB TYSON TERRY BRACKEN	TOYOTA CORONA MITSUBISHI GALANT
1977	TREVOR GARRET	TERRY BRACKEN	MITSUBISHI LANCER
1978	JOHN BROCK	BOB TYSON	DATSUN 180B SSS
1979	GRAEME WALKEM	ROSS KELLY	MITSUBISHI LANCER
1980	GARRY SULLIVAN	GEOFF RAINBOW	MAZDA RX2
1981	LIN GIGNEY	GREG PREECE	MAZDA RX2
1982	LIN GIGNEY	GREG PREECE	MAZDA RX2
1983	LIN GIGNEY	GREG PREECE	MAZDA RX2
1984	DOUG WEBB	LORRAINE WEBB	HOLDEN TORANA
1985	ANDREW MURFET	PHILIP WELCH	MAZDA RX2
1986	ANDREW MURFET	TONY JACKSON	MAZDA 323 4WD
1987	LEE PETERSON	MARCUS OATES	MAZDA RX2
1988	GRAEME WALKEM	KEVIN WELDON	SUBARU RX TURBO
1989	GRAEME WALKEM	TERRY ATKINSON	SUBARU RX TURBO
1990	LES WALKDEN	RON COENEN	MITSUBISHI GALANT VR4
1991	LES WALKDEN	RON COENEN	MITSUBISHI GALANT VR4
1992	LES WALKDEN	LORRAINE WEBB	MITSUBISHI GALANT VR4
1993	LYNN RATTRAY	KEVIN WELDON	MAZDA 323 4WD
1994	GLEN CUGLEY	OMAR HASAN	SUBARU LIBERTY RS
1995	JAMES MEDIECKE	RON COENEN	MITSUBISHI LANCER EVO 2
1996	ANDREW MURFET	TONY JACKSON	NISSAN GTIR
1997	ANDREW MURFET	TONY JACKSON	NISSAN GTIR

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YEAR	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
1998	MICHAEL LUSCOMBE	VICTOR HUDDLESTONE	SUBARU LEGACY RS
1999	ANDREW WYLIE	BRENDAN SPUR	SUBARU IMPREZA WRX RA
2000	LYNN RATTRAY	SIMON VANDENBERG	SUBARU WRX STi
2001	ANDREW MURFET	WIL LOGAN	NISSAN GTIR
2002	MARK WALKDEN	TONY JACKSON	MITSUBISHI LANCER EVO 5
2003	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI LANCER EVO 3
2004	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI LANCER EVO 5
2005	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI LANCER EVO 5
2006	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2007	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2008	CRAIG BROOKS	DANIEL WILSON	SUBARU WRX
2009	LYNN RATTRAY	LYNDON HILLS	SUBARU WRX
2010	DAVID WALDON	LYNDON HILLS	SUBARU WRX/SUBARU WRX
2011	LYNN RATTRAY	LYNDON HILLS	SUBARU WRX
2012	SAM KIRKLAND	DAMIEN GRIMWOOD	MITSUBISHI EVO 3/ MITSUBISHI EVO 9
2013	MARCUS WALKEM	DAMIEN GRIMWOOD	MITSUBISHI LANCER EVO 9
2014	MARCUS WALKEM	DAMIEN GRIMWOOD	MITSUBISHI LANCER EVO 9
2015	CRAIG BROOKS	REUBECCA SHELDRIK	SUBARU WRX
2016	KEITH ABLITT	ADRIAN HODGETTS	SUBARU WRX STi
2017	EDDIE MAGUIRE	ADRIAN HODGETTS	MITSUBISHI EVO 9/ MITSUBISHI EVO 9
2018	BODIE READING	ALEX MALCOLM	SUBARU WRX STi
2019	TIM AUTY	JON MITCHELL	MAZDA 323GTR
2020	EDDIE MAGUIRE	ZAC BRACKLEY	MITSUBISHI EVO 9
2021	No Championship		
2022	BODIE READING	MARK YOUNG	SUBARU WRX STi

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2. TASMANIAN 2WD RALLY CHAMPIONS

YEAR	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
2003	TIM ROSE	ROSS FERGUSON	HOLDEN COMMODORE
2004	LEE MARSHALL	BRUCE ANDERSON	DATSUN 200B
2005	MATT VON BERTOUC	PAUL MURFETT	NISSAN BLUEBIRD
2006	CRAIG SAULT	BEN KORPERSHOEK	HOLDEN VL / HOLDEN VC
2007	CRAIG SAULT	SCOTT CRESWELL	HOLDEN VL COMMODORE
2008	MARK KYLE	GLEN CORNER	DATSUN 1600
2009	STEPHEN TURNER	ANNA FLITNER	FORD FALCON XR6
2010	LEE PETERSON	ANNA FLITNER	NISSAN PULSAR GTI/FORD FALCON XR6
2011	DEAN HOWARD	ADRIAN HODGETTS	HOLDEN COMMODORE
2012	DARREN CLARK	KIRSTY McLACHLAN	MAZDA RX7/DATSUN 200B
2013	DARREN CLARK	JAMIE YOUNG	MAZDA RX7/HOLDEN VL COMMODORE
2014	KADE BARRETT	CRAIG SHEAHEN	FIRE ARROW/DATSUN SKYLINE
2015	DARREN CLARK	KEEGAN BUCKLEY	MAZDA RX7
2016	LEE PETERSON	DANIEL WILLSON	NISSAN PULSAR GTI
2017	MATT HOW	NATHAN WALKER	BMW 325I
2018	STEPHEN TURNER	MITCHELL NEWTON	FORD FIESTA
2019	MARK KYLE	DANIEL DAVIES	DATSUN 1600
2020	NATHAN NEWTON	TYLER PAGE	DATSUN SKYLINE
2021	No Championship		
2022	JACOB WALSH	ADRIAN WALSH	MAZDA RX-7

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3. AUTHORITY:

Events forming part of the Tasmanian Rally Championship (TRC) will be held under the FIA International Sporting Code (ISC) including Appendices, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (MOTORSPORT AUSTRALIA), the National Rally Code (NRC), sections of the 2023 Australian Rally Championship Regulations, 3Tasmanian Rally Championships (these) Regulations, the Event Supplementary Regulations, and any Further Regulations or Bulletins that may be authorised by MOTORSPORT AUSTRALIA Ltd.

All rallies which form part of the TRC will be conducted under and in accordance with MOTORSPORT AUSTRALIA OH&S and Risk Management Policies, which can be found on the MOTORSPORT AUSTRALIA website at www.Motorsport Australia.com.au

4. INTRODUCTION:

The Tasmanian Rally Championship will be awarded at MOTORSPORT AUSTRALIA Tasmanian Annual Awards Dinner to:

4.1. OUTRIGHT AWARDS

TRC Champion Driver – Outright

TRC Champion Co-driver– Outright

TRC Champion Driver – 2WD

TRC Champion Co-driver 2WD

4.2. CLASS AWARDS

Class winners for Production Rally Cars in the Tasmanian Rally Championship as follows:

P1 up to 1400cc

P2 1401cc to 1600 cc

P3 1601cc to 2000cc

P4 2 wheel drive 2001cc and over

P5 4WD over 2000cc (not meeting the requirements of P6).

P6 as per the 2023 MOTORSPORT AUSTRALIA Manual.

4.3. OTHER AWARDS

Classic Classic Rally Cars

4.4. TRC CHAMPIONS

The Tasmanian Rally Championship Outright winners will be named Tasmanian Rally Champions.

4.5. TRC ELIGIBILITY

To be eligible to win a class in the TRC a competitor must compete in at least 50% of Heats during the season.

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5. GENERAL CONDITIONS:

5.1. TRC MAKEUP

There shall be no less than three and not more than seven events to count for the Championship in any one year. Each event will preferably be made up out of two Heats although permission may be sought from TRAP to run fewer or more Heats. No Championship shall be declared if less than three events are conducted during the current year, which count towards the State Championship.

5.2. NOMINATED EVENTS

For **2023** the following Championship Events have been nominated:

25 -26 mARCH Rally Launceston Round 1

17 May Natone Rally Round 2

16 September Mountain Stages Round 3

28 October Rocky Cape Round 4

5.3. TRC REGISTRATION

Competitors are not required to register to receive Championship points.

5.4. POINT SCORING

Point scores will be compiled by the TRAP nominated Championship Scorer. Organisers must forward full results and all necessary information to the TRAP Chairman within seventy-two hours of completion of each event. These results must be in MS Excel format and consist of outright, Heat, and class results. The TRAP Chairman will also post event and updated series results on the TASRally website within 72 hours.

The progressive point scores must be forwarded to the MOTORSPORT AUSTRALIA State Office as soon as they are prepared by the Scorer.

For the State Championship, drivers and co-drivers will be considered individually and not as a crew. Therefore, competitors are free to change crews in any other event without loss of continuity of points.

Only the nominated driver and co-driver in each car, competing in any Heat, shall be eligible to receive points.

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5.5. AWARDING OF POINTS

In each Heat of the Championship events, points shall be awarded to the driver and co-driver of the place winning cars as follows

- 5.5.1. Outright **40, 34, 30, 26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (per Heat)**
- 5.5.2. In each class: **40, 34, 30, 26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (per Heat)**
- 5.5.3. Extra Heats
In the event of a round holding more than two Heats, the TRAP will nominate the point's structure for that Heat for approval by State Council. This point structure will be detailed in the Supplementary Regulations for that event.
- 5.5.4. If a round is approved to run as one Heat then only points as per one Heat will apply, i.e., the total points for that round will be
40, 34, 30, 26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.
- 5.5.5. For Outright, only outright points shall be counted.
- 5.5.6. For Class Championship, only class points shall be counted.
- 5.5.7. Championship points shall only be gained by competitors who complete 100% of the route for each Heat as specified in the roadbook

5.6. TIED POSITIONS

In the event of a tied position in a Heat, the points normally allocated to the tied position and the next following position in the Heat will be added together and equally divided between the drivers and co-drivers concerned.

5.7. RESTARTING OF HEAT

Competitors not completing a Heat at any Championship round are permitted to restart a subsequent Heat in the event at a position decided by the Clerk of the Course. The competitors must give reasonable notice of their intent to either restart or withdraw in writing to the Clerk of the Course.

5.8. DETERMINATION OF THE CHAMPIONSHIP

The determination of the Championship shall be by aggregating points of the events to count as follows:

- 5.8.1. Unless otherwise approved by the TRAP, each round nominated in the championship will consist of two Heats
- 5.8.2. All **Heats** nominated in the State Championship, less one will count
- 5.8.3. If **four or less rounds** constitute the Championship, all Heats will count

5.9. TIES

In the event of a tie by two or more competitors in the Championship the winner shall be determined by reference to 2023 MOTORSPORT AUSTRALIA Manual – General Conditions for All Titles and the *MOTORSPORT AUSTRALIA Championship and Series Policy*.

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5.10. MULTIPLE HEATS

In events conducted over more than one Heat, Heat One will end at the *Regroup In Time Control* after service.

At the end of service, competitors will be required to book into a Regroup In Control which will allow organisers to return the event to schedule in the event of delays in Heat One.

Heat Two will commence at the Regroup Out Control.

Competitors who fail to complete Heat 1 and wish to commence Heat 2 should report to the Regroup In Control at the scheduled time of the first competitor.

5.11. CHAMPIONSHIP POINTS DISPUTES

Any Tasmanian Rally Championship point score issues are to be referred in the first instance to the Championship Steward for resolution via the MOTORSPORT AUSTRALIA Judicial system.

6. VEHICLE ELIGIBILITY:

6.1. VEHICLE ELIGIBILITY

Only the following vehicles will be eligible to enter in Tasmanian Rally Championship Events (as per the National Rally Code - Vehicle General list - NRC VG):

- Production Rally Cars (PRC).
- Subaru Challenge - Subaru Impreza RS vehicles complying with Appendix A (These vehicles also comply with PRC)
- FIA Group N for which homologation expired 4 or more years ago (these are recognised as PRC)
- FIA Group N which are either currently homologated or for which the homologation expired less than four years ago
- FIA Super 2000, FIA Super 1600, FIA Group R
- Group N(P) with 33mm restrictor
- Historic and Classic Rally cars as defined in the 2023 MOTORSPORT AUSTRALIA Manual.
- Club Rally Cars as defined in the 2023 MOTORSPORT AUSTRALIA Manual.
- Showroom Rally Cars
- Group G2
- FIA R5, Group AP4 and G4 rally cars. These classes are not eligible to score TRC points as per NRC VG.
- Cars complying with Off Road in the 2023 MOTORSPORT AUSTRALIA Manual which are road registered are eligible to enter but not eligible for Championship points

Vehicles must comply with all appropriate provisions in the MOTORSPORT AUSTRALIA Manual and any MOTORSPORT AUSTRALIA Bulletins issued pertaining to the car class.

7. TRC FORMAT:

7.1. Unless otherwise approved by the TRAP, the following conditions will apply to events

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which make up the Tasmanian Rally Championship

- 7.2.** Supplementary Regulations are to be approved by the Series Course Checker and the TRAP prior to publication. Approved Supp Regs are to be published on the TASRALLY website.
- 7.3.** All events will be Special Stage State Level Rallies or higher.
- 7.4.** All TRC events will be Pace Noted. Reconnaissance will be permitted at any time prior to the event, however crews must notify the Clerk of the Course the day(s) they will be performing Reconnaissance. Reconnaissance may only be completed once the course has been published to competitors.
- 7.5.** The total Special Stage distance of two or more Heat events will be at least 90kms, or 45kms for single Heat events unless approval is sort from Tasmanian Rally Advisory Panel.
- 7.6.** Consideration should be given to the location of TRC events. The TRAP will approve each round's location, prior to the publication of the series Calendar.
- 7.7.** The minimum entry fee for two Heat events will be \$400, or \$300 for single Heat events.
- 7.8.** Each event will have an early entry fee which will close not less than 21 days prior to the start of Heat 1. The final close of entries date shall not be less than 7 days from the start of Heat 1 competition.
- 7.9.** Late entry fees will attract an additional fee of \$100 over and above the event entry base entry fee for that event.
- 7.10.** Entrants wishing to withdraw must advise the Clerk of Course prior to publication of starting order. A refund of the entry less \$40.00 will then be given. NO refunds will be given after starting order published.
- 7.11.** Service allotments should be arranged in periods of 20mins for short intermediates, and at least 45mins for a lunchbreak.

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8. CHAMPIONSHIP MANAGEMENT AND SEEDING:

8.1. SEEDING

Seeding will be carried out by the TRAP nominee and event Clerk of the Course prior to each event based on the Stage Performance Index (SPI) system (as detailed in the Conditions for the Australian Rally Championship). Where circumstances warrant a seeding that is different from the DPI, this may occur with the approval of the TRAP Chairperson.

8.2. COMPETITION NUMBERS

Competition numbers will be allocated on application to the TRAP, please contact any member of the Tasmanian Advisory Panel (trap@tasrally.com.au). Drivers may nominate numbers from 25 and above in order of preference and will be allocated by the TRAP prior to the first nominated round of the championship. Please note that an allocated competition number will automatically expire if the competitor has not competed in the preceding 3 years and renders the number available to other competitors.

8.3. RESERVED COMPETITION NUMBERS

Competition number "1" is reserved to recognise the current Tasmanian Rally Champion, Competition number "2" is reserved to recognise the current Tasmanian 2WD Champion. Competition numbers 3 through to 25 are reserved for ARC competitors.

9. OTHER:

9.1. FORCE MAJURE

In the event of a portion of a rally being deleted as a result of "Force Majeure", or other exceptional circumstances as approved by the Stewards, the Heat will be deemed to retain its Championship status provided that at least 75% competitive distance has been run for that Heat and all other requirements for Championship events have been satisfied

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10. COMPULSORY EQUIPMENT:

10.1. GENERAL

As all rounds of the State Championship are Special Stage events, the minimum compulsory requirements are listed below. Note that references to the relevant Schedules of the MOTORSPORT AUSTRALIA 2022 Manual are given.

- | | |
|---|---------------------------------------|
| 10.2. MUDFLAPS | (NRC Vehicles General) |
| 10.3. ROLLOVER PROTECTION | (Schedule J) |
| 10.4. FIRST AID KITS | (NRC Vehicles General) |
| 10.5. SOS/OK BOARD | (NRC Vehicles General) |
| 10.6. SAFETY TRIANGLES | (NRC Vehicles General) |
| 10.7. FIRE EXTINGUISHERS | (Schedule H, Table H-1) ** |
| 10.8. SAFETY HARNESES | (Schedule I) |
| 10.9. CREW ATTIRE/HELMETS | (Schedule D) |
| 10.10. COMPETITION VEHICLE SIGNAGE | (NRC Vehicles General) and Schedule K |

In accordance with Schedule K of the 2023 MOTORSPORT AUSTRALIA Manual each automobile in a State Championship competition or superior status shall display the MOTORSPORT AUSTRALIA logo positioned adjacent to each side competition number. MOTORSPORT AUSTRALIA logo stickers are available from a State office.

Competition vehicle signage, including competition numbers, organisers signage and TRC sponsor signage is detailed in Appendix B.

Any sign or advertisement which is deemed to be indecent or in bad taste shall not be permitted.

Those competitors who have paid the Entry Fee accepting advertising proposed by the Organisers will be supplied with the additional sponsor signage.

10.11. APPAREL

Each Crew member must wear as a minimum the apparel outlined in Schedule D of the 2022 MOTORSPORT AUSTRALIA Manual. Apparel must be presented at Pre-Start Scrutiny for inspection. Competitors are reminded that a Frontal Head Restraint (FHR) is to be worn by each crew member on all Special Stages.

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10.12. RALLYSAFE

Each vehicle will require a RallySafe mounting kit to be installed. Power for the RallySafe unit must bypass the battery kill switch and or ignition switch, allowing the RallySafe unit to remain powered on, even when the competition vehicle is powered down. It is recommended that the Rallysafe power harness be connected directly to the vehicle's battery via a fuse.

10.13. TURBO SEALING

(In addition to Turbocharger Sealing Requirements)

The State Eligibility Officer or his nominee (who must be an accredited official MOTORSPORT AUSTRALIA Scrutineer) is responsible for the sealing of turbochargers. The Entrant must ensure that the all turbo assemblies are inspected and sealed (with the serial number noted by the eligibility officer) prior to scrutiny, or by a mutually agreed alternative arrangement, and must remain intact for the duration of the event. The seal may be checked by the chief scrutineer or their nominee at the end of the event to ensure compliance.

11.SERVICING:

11.1. DESIGNATED SERVICE AREAS

Servicing is only permitted in designated Service Areas as specified in the route instructions. Crews are not permitted to use outside assistance when not in service however, crews are permitted to effect repairs to their vehicle using only the equipment that is available from within their competition vehicle.

12.CREW REQUIREMENTS:

12.1. ENTRY FORM AND ENTRIES

12.1.1. *Online Entries*

It is recommended that event entries be made online via the link on www.tasrally.com.au. The completed Approved MOTORSPORT AUSTRALIA Entry Form will be made available with all entry details as listed on the entry form, and given to the crew at documentation for event sign on. The disclaimer and entry form is to be signed by the competitor, driver, co-driver and service crew chief (where applicable). Competitors entering by online must pay by EFT or PayPal.

12.1.2. *Entry Compliance*

Each Competitor (entrant) must ensure compliance with the NCR in regard to their entry to the Rally

12.1.3. *Maximum Entries*

The number of entries at TRC events will be limited to 50. If this limit is exceeded a reserve list will be created in order of receipt of completed and fully paid online

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entry.

12.2. CREW ELIGIBILITY

12.2.1. The Crew

The Competitor, nominated Driver and nominated Co-Driver (to be referred to as 'crew') must possess a current *Clubman Rally/Clubman Rally Navigator or higher* MOTORSPORT AUSTRALIA licence and current club membership.

12.2.2. Licences

Each Crew member, who holds a competition licence other than a Navigator Only Licence (CRN or NRN), except in the case that a Co-Driver has completed a MOTORSPORT AUSTRALIA Declaration of Co-Driver Without Civil License for that specific event, must hold a valid and current Civil Drivers Licence as issued by a relevant authority.

The nominated Co-Driver, who holds a National Rally Licence (CR or NR), may not drive on competitive stages in the entered vehicle during the course of competition.

If any Competitor (formally entrant) or crew member is under 18 years of age, the entry forms must be countersigned by the appropriate parent or guardian. Refer to the NCR's.

12.3. DOCUMENTATION & SCRUTINY

12.3.1. Documentation

The following documentation is to be presented to the organisers as advised in Supplementary Regulations:

- The MOTORSPORT AUSTRALIA Vehicle Log Book
- MOTORSPORT AUSTRALIA Clubman Rally Licence (CR or higher) – Driver
- MOTORSPORT AUSTRALIA Clubman Rally or Clubman Rally Navigator Licence (CR or CRN or higher) – Co-driver
- Civil Driving licence - Driver and Co-driver, except in the case that a Co-Driver has completed a MOTORSPORT AUSTRALIA Declaration of Co-Driver Without Civil License for that specific event – refer NRC EG.
- Current Car Club Membership Card – Driver and Co-driver
- MOTORSPORT AUSTRALIA Competitors Licence where the Competitor is neither Driver or Co-driver. The name on the MOTORSPORT AUSTRALIA Competitor Licence must correspond to the name in the log book of the relevant vehicle.
- Vehicle registration papers or proof of current registration or Temporary Registration Permit. Note: Temporary Registration Permits must state that the permit is valid for that particular event and its competition.

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- Completed Special Interest Registration (SI) Log Book (Where applicable)

Note: ***These documents may need to be produced at any time during the event.***

Log books (both MOTORSPORT AUSTRALIA and SI) must be available at all times for possible rechecking, especially prior to competing, restarting and again in the event of Post Event Scrutiny.

All MOTORSPORT AUSTRALIA documentation and regulations are available from MOTORSPORT AUSTRALIA.com.au and the MOTORSPORT AUSTRALIA offices.

12.4. CREW CONDUCT

12.4.1. **Mechanical: (NRC SSR)**

Stationary vehicles on the course: In the event of a car stopping in a special stage a warning triangle must be displayed in a conspicuous position at least 50 metres behind the car except where the car does not present a hazard to any following cars and crew or the crew of the stopped car. **Following crews sighting the warning triangle must drive with caution and reduce speed until the stopped car has been passed.**

Both the warning triangle and the OK sign must be left on display for the whole length of the period that the car is stopped on the course regardless of whether or not the crew remain with the car. Failure to display either or both these signs as appropriate may result in disciplinary action as determined by the Stewards being taken. Crews are required to remove the warning triangle once the stopped car has been moved and no longer presents a hazard or they recommence the competition.

12.4.2. **RallySafe Hazard Operation**

Instructions on use of RallySafe can be viewed at:
<https://rallysafe.com.au/competitors-tm/>

Accident/Medical Emergency: (NRC SSR)

In the case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars. Any crew which has the red "SOS" sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any crew which is able to but fails to comply with this rule will be reported to the stewards who may impose penalties in accordance with the National Competition Rules. ***In the event*** of a car stopping on the stage or an accident where immediate medical intervention is not required, the "OK" sign must be clearly and actively shown by a crew member ***to at least the three*** following vehicles.

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Post-Accident:

Should any competitor become involved in an accident during an event, must report directly to the Clerk of Course and subsequently complete an incident report form (located in the road book).

12.4.3. Retirements:

Crews retiring from an event Heat at any time must complete a withdrawal form (located in the roadbook), and hand this and their timecard to the next control official or Sweep official.

12.4.4. Traffic Regulations:

Competing crews and service crews must abide by all traffic regulations at all times as these take precedence over all other instructions and regulations. However, where the issued instructions are more stringent than the civil traffic regulations then the issued instruction applies.

12.4.5. Private Property:

Crews must report any damage caused to private property to the control official at the next control and give a written report to the Clerk of the Course for inclusion in his report of the event. All crews must ensure that stock cannot escape through damaged fences or gates. (Note: the person responsible for the damage must bear the excess levied by the MOTORSPORT AUSTRALIA insurer).

12.5. TIMING & PENALTIES

12.5.1. Timing

Primary timing and tracking will be done by RallySafe. Event results will be produced and available through www.rallyresults.com.au

12.5.2. Rallysafe

Installation instructions will be available on www.rallysafe.com.au. RallySafe wiring loom, antennas and mounting kit can be purchased from the RallySafe online store. Contact Rally Safe at <https://shop.statusas.com/shop/category/rallysafe>

The RallySafe GPS units and tracking systems will be available for collection only at the event documentation. The correct functioning and installation of the equipment will be checked at documentation. Any misuse of the equipment will result in the competitor being reported to the Stewards of the Meeting who may impose penalties that may go as far as disqualification.

Should a competitor retire, they must return the tracking unit to RallySafe office in Service Park/HQ as soon as possible. The tracking units will be removed from the rally cars at the final Parc Fermé, therefore cars should be left unlocked for access by RallySafe representatives.

All units must be returned to a RallySafe representative prior to cars being

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removed from Parc Fermé.

12.5.3. Event Timing

All events must use Special Stage timing (A to A) in accordance with Article 3 of the NRC SSR. Timing will be to the 10th of a second. Elapsed time taken on the special stage distance of a road section (that is the section of an itinerary between two successive time controls) will accrue to determine overall time for the Heat. Time taken in excess of the Time Allowed (or Target Time) for a road section will be penalised at the rate of 5 secs per minute of lateness and will reduce permissible late time second for second.

12.5.4. Check In at Controls

Competitors are required to check in during the minute prior to their calculated check in time using the Rally Safe check in button. A video of operation of Rally Safe unit is viewable at <https://rallysafe.com.au/competitors-tm/>

12.5.5. Disqualification (Late Time Limits)

Disqualification for lateness will be in accordance with Article 7 of the NRC SSR. Lateness exceeding 30 minutes on the Target Time between two Time Controls, or a total lateness exceeding 40 minutes at the end of each Section and/or Leg/Heat will result in the disqualification of the Crew.

12.5.6. Control Entry:

The Clerk of the Course may, through the control official, issue an instruction to a competitor to enter control ahead of their due time. Failure to obey this instruction is a breach of the NCR's.

12.5.7. No wheel spin policy:

TRAP and the organising Clubs will enforce a no wheel spin policy. This means that excessive wheel spin will not be permitted at special stage starts so as to prevent damage to the road surface and to allow for reduced official numbers at start controls.

There is to be no wheel spin between the start line and the control boundary board (30 metres).

No wheel spin is generally accepted as:

All attempts must be made by the competitor to ensure no wheel spin. It is understood that some vehicles will not be able to take off without minor wheel spin, such as that experienced by front wheel drives on an uphill section. The ejection of rocks from the driven wheels with no attempt by the driver to discontinue will be considered excessive.

1st Offence: 1 minute penalty added to actual stage time.

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2nd Offence: 2 minute penalty added to the actual stage time.

3rd Offence: Referred to the Stewards, the penalty for which may as high as disqualification from the event.

Officials as listed in Article 13 are the judges of fact regarding the determination of excessive wheel spin.

12.6. QUIET ZONES

For passage through specific 'quiet zones' crews and service vehicles must not exceed 60kph and must drive with not more than two lamps on low beam unless otherwise specified, and with a minimum of noise. Any breach of these requirements renders crews liable to penalty as outlined under the general scale of penalties.

12.7. SERVICE CREWS

12.7.1. Service Crew

Each Service Crew Member must be registered on the relevant competition vehicle's entry form and declarations required by the supplementary regulations received by the organisers prior to entry to service parks. Each rally crew must nominate a Service Crew Chief. Each rally crew will have the provision for two service vehicles included in their entry.

12.7.2. Service time

Time will be allowed in nominated sections for the purpose of servicing and fuelling of competing cars.

12.7.3. Service crew conduct

Service crews must obey all traffic regulations and must give way to all competitors. Service crews must obey the reasonable directives of an official and must comply with issued serviced instructions.

12.7.4. Penalties

For penalties applying to service crews see NRC EG.

12.8. CREW MEMBER SUBSTITUTION

A change of a **co-driver only** is permitted only on compassionate grounds where the nominated co-driver is unable to continue to compete due to illness or debilitating circumstances. In the event that a co-driver change is desired the initial request must be made to the Clerk of Course who will seek permission from the Stewards of the Meeting in accordance with the NCR's.

The substitute co-driver will be required to satisfy all documentation, licensing and other event requirements prior to the Stewards granting permission.

TRC points will be allocated to original and substitute crew members in respect of any Heats which are fully completed by that crew member.

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13. JUDGES OF FACT:

The following table lists the Judges of Fact for various matters. The NCR provides that no protest may be made against the decision of a Judge of Fact concerning a matter for which they have been appointed to judge.

	A	B	C	D	E	F
Vehicle not under own motive power	X	X		X	X	
Opposite direction on Special Stage	X	X			X	X
Not wearing a safety belt or safety apparel	X	X			X	
Speed of a vehicle	X				X	X
Weight of a vehicle				X		
Working on a vehicle in control	X				X	
False start at Special Stage start line	X		X		X	X
Excessive wheel spin at stage start	X		X		X	
Using incorrect fuel				X		
Timing and Check-In to Controls	X	X				X

A – Control Officials

B – Control, Road Closure and Spectator Officials

C – Start line officials

D – Scrutineers/Eligibility Officer

E – Crew of any Course Vehicle

F – Clerk of the Course using the Rallysafe System

Any Medical Officer appointed by the organisers is a Judge of Fact as to the medical condition of a competitor.

Any member of Tasmania Police is a Judge of Fact in relation to traffic regulations infringements.

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14. RUNNING OF TRC RALLIES

14.1. RECONNAISSANCE –

14.1.1. Speeding

The maximum speed limit applicable on all special stages and other unsealed roads during reconnaissance shall be 60kph and all crews are required to strictly adhere to this limit. Speeding will not be tolerated and the Clerk of the Course will investigate any reports which could result in penalties being applied to the offending competitor(s). Under NO circumstances are crews to travel in the opposite direction to the set course.

The speed of each vehicle being used for reconnaissance may be monitored by Officials using Rallysafe or Mobile Speed Detection Devices.

14.1.2. Traffic

During reconnaissance, roads WILL NOT be closed and crews are advised that they DO NOT have priority over other road users. Logging trucks may be in the area and members of the public may also be using these roads and may be travelling in opposing directions.

Each Crew is also advised that the Road Traffic Act will remain in effect for the duration of reconnaissance and that all road rules must be observed (e.g. complying with advisory signs, obeying speed limits imposed and keeping to the left). Officials will be on course to police these regulations.

14.1.3. Reconnaissance Timing / Scheduling

The organisers may allocate specific times for reconnaissance of all stages. Full reconnaissance details will be issued in the Event Supplementary Regulations or subsequent Bulletin.

14.1.4. Reconnaissance Vehicle Requirements

Reconnaissance may be carried out in any road-registered vehicle. It may not be a competition rally vehicle. Advertising, underbody protection, safety equipment and internal navigational aids are permitted.

The carrying of a radar detector or any other item determined to be for the purpose of identifying a speed control or monitoring device in the vehicle during reconnaissance is prohibited. Rally Tyres are prohibited.



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14.2. DOCUMENTATION AND SCRUTINY

14.2.1. Pre Event Scrutiny

Pre-event scrutineering will be as per 2023 Motorsport Australia requirements. Self scrutineering and declaration will be subject to random checks at events to ensure compliance.

14.2.2. Documentation

Documentation will be conducted online prior to the event.

14.2.3. Vehicle Cameras

Competitors are advised that any in-car video or moving film cameras must be installed in the vehicle prior to scrutineering so that the camera and its mounting can be inspected.

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14.3. SAFETY AND COMPLIANCE

14.3.1. Licensing

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

14.3.2. Insurance

Certain public, property, professional indemnity and personal accident insurance is provided by MOTORSPORT AUSTRALIA in relation to each event. Further details can be found in the MOTORSPORT AUSTRALIA Insurance Handbook, available at www.Motorsport Australia.com.au. A Crew involved in an incident resulting in property damage are advised that they may be required to pay up to the first \$5,000 of any claim to rectify such property damage. Refer to MOTORSPORT AUSTRALIA website for further details regarding insurance cover.

14.3.3. Force Majeure

The Rally organiser reserves the right to postpone, cancel or abandon the Meeting in accordance with the NCR's.

14.3.4. Protests

Protests, if any, must be lodged in accordance with the NCR.

14.3.5. Briefings

There will be a crew briefing prior to the commencement of Heat 1 at the times nominated in the Event Programme. Failure to attend a compulsory briefing by the Driver, Co Driver and Service Crew Chief will be referred to the Stewards who may issue a penalty.

14.3.6. Stage Safety

Each Crew must familiarise themselves with the NRC SSR (Emergency Procedures) as well as the operation of the Rally Safe equipment (refer to RallySafe)

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A copy of the SOS/OK sign (minimum size A4) is required to be carried in the vehicle at all times.

14.3.7. Start Order

Each Crew will normally start Heat 1 Section 1, and all other subsequent sections at 2 minute intervals. The Clerk of the Course reserves the right, following specific approval from ARCOM, to reduce or extend the intervals between cars for each stage of the rally.

14.3.8. Early Book In

A Crew may book in early at any Time Control which has been noted in the Event Itinerary with an "E"

15. AWARDS

The following awards will be presented at all TRC rounds:

Tasmanian Rally Championship Outright awards

1ST Outright	Trophies
2ND Outright	Trophies
3RD Outright	Trophies
1st 4wd	Trophies
1st 2wd	Trophies
1 st RS	Trophies
1 st Clubman	Trophies (reserved for crews who compete on Road Books only)

Tasmanian Rally Championship Class awards

1st P1	Trophies
1st P2	Trophies
1st P3	Trophies
1st P4	Trophies
1st P5	Trophies
1st P6	Trophies
1st Classic	Trophies

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16. TASMANIAN RALLY ADVISORY PANEL CONTACTS:

All TRAP delegates may be contacted at trap@tasrally.com.au

Contact

CHAIRMAN	Lee Peterson	0418 141762
VICE-CHAIRMAN	Kim Taylor	
MOTORSPORT AUSTRALIA	Daniel Gorgievski	03 6227 5601
	Nathan Newton	0418 599 791
	Hamish Marquis	0419 349 656
	Andrew Wylie	0418 140678
	Mitchell Newton	0427 502218
CHAMPIONSHIP STEWARD	Karen Baker	0407 307 971
SERIES COURSE CHECKER	Michael Luscombe	

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Appendix A – Subaru Challenge

Technical and Sporting Regulations

SUBARU CHALLENGE

1. ELIGIBLE VEHICLES

- 1.1. Vehicles eligible for the Subaru Challenge will be Subaru Impreza RS 2.5 cars complying with Group 3C – Production Rally Cars (PRC) as specified in the *2023 MOTORSPORT AUSTRALIA Manual* **and** these Technical Regulations.

2. AWARDING OF POINTS

- 2.1. For each Heat the following points will be awarded as per the Tasmanian Rally Championship Regulations:
- 2.2. Places filled by non-eligible crews and/or by the crews of non-eligible cars will be ignored and the appropriate points reallocated.

3. TIES

- 3.1. A tie for any position in individual Legs or Heats will be broken by awarding the higher place to the driver with the most stage wins.
- 3.2. A tie for any position at the end of the season will be broken on the basis of the greater number of higher places in accordance with Article 5 of the *MOTORSPORT AUSTRALIA General Conditions for All Titles* and the *MOTORSPORT AUSTRALIA Championship and Series Policy*.
- 3.3. A tie for event awards will be broken by awarding the higher place to the driver with the lowest total time (including any penalties) over the two Legs/Heats.

4. SERIES AWARDS

- 4.1. TRAP in consultation with the competitor group and the Series Sponsor will publish the list of events and rounds counting toward the series prior to the first round.
- 4.2. Heats in which constitute the Subaru Challenge will be counted as per the Tasmanian Rally Championship Regulations.
- 4.3. The driver to score the highest number of points shall be declared the winner of the 2023 Subaru Challenge.

5. CONTROL COMPONENTS

- 5.1. Unless otherwise stated in these regulations, RS vehicles may not be fitted with substitute components from non RS vehicles (eg, driveline, suspension and engine components)
- 5.2. To be eligible for points in the Subaru Challenge the control components listed below must be used at all times. Where a control component is specified a car must use only the specified component in an unmodified form, except where specifically allowed, and not similar components supplied by other manufacturers.

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Appendix A – Subaru Challenge Technical and Sporting Regulations

5.3. Weight

The minimum weight of the vehicle at all times must be 1300kg This is the real weight of the car, without driver nor co-driver nor their equipment, this includes the helmet, but the intercom external to the helmet may be left in the car. At no time during the event may a car weigh less than this minimum weight.

The weight of the car may be checked with the crew on board (driver + co-driver+ their full equipment). In this case the minimum weight shall be 1300kg plus 160 kg (1460kg)

5.3. Control Components supplied with the vehicle (components already fitted except where specified)

5.3.1. *Transmission*

The standard gearbox and differential internal components must be used.

These are the standard items supplied with the vehicle and do not include any other option variants shown in the homologation papers.

5.3.2. *Engine*

Standard internals/OEM parts must be used (No aftermarket)

Standard headers must be used. Exhaust is free from the exit of the headers/exhaust manifold.

Standard airbox/intake must be used. Air filter is free.

5.3.3. *Exhaust*

The standard exhaust system may be replaced and extractors may be fitted. Only an approved extractor system may be installed, of which the Tasmanian Rally Panel will publish a list of approved systems prior to the commencement of the first event. The remaining exhaust system is free, however it must comply with both MOTORSPORT AUSTRALIA and state authority regulations.

5.3.4. *Engine Management System*

The standard engine management system (ECU) must be used. For clarification purposes, the standard engine management system is deemed to include all ECU hardware, software, all tuning parameters and/or other engine settings controlled by the ECU, which shall be as supplied by Subaru.

Any control or mechanism fitted to the vehicle which effects the operation of the ECU, other than as supplied as standard by Subaru, shall result in the vehicle being deemed ineligible.

Other than as provided for in this article, from the start of an event, no equipment may be connected to the wiring loom or the ECU itself (be it with diagnostic equipment, computers, or other equipment) without the approval of the Series Eligibility Officer. The Entrant will be held responsible for the actions of others in this regard.

5.3.5. *Suspension*

Shocks and springs are free. No remote/external canister shocks permitted.

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Appendix A – Subaru Challenge Technical and Sporting Regulations

Bushes are free.

Mounting points and pivots must remain original.

5.3.6. *Brakes*

The anti-lock braking system (ABS) may be disconnected and or removed.

The brake booster may be removed.

Standard brake callipers must be used or they may be replaced with Subaru WRX 4 spot/2 spot upgrade only. Brake pads are free.

Rotors are free but must be of 1 piece construction.

A pedal box may not be fitted.

A hydraulic handbrake may be fitted

A brake proportioning valve may be fitted.

Braided lines may be used.

Fluids are free.

5.3.7. *Body work and Interior*

The body work must remain original

Side sill stands are allowed

Side sill protectors and underbody protection is allowed as per the MOTORSPORT AUSTRALIA Group 3C – Production Rally Car Regulations.

The standard door trims, dashboard, centre console and glovebox must remain, other interior trim may be removed.

6. OTHER CONTROL EQUIPMENT

6.1 Tyres

The following control tyre is to be used:

Tyre: Dunlop D87RW and DR88R

Size: 195/65R15

Section width: 212mm

Diameter: 648mm

Compound: Medium

Control tyres may not be modified other than by a reduction of the tread depth.

6.2 Fuel

Only pump fuel as defined by MOTORSPORT AUSTRALIA in Schedule G of the *MOTORSPORT AUSTRALIA 2023 Manual* with a maximum octane rating of 98RON shall be used.

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Appendix A – Subaru Challenge Technical and Sporting Regulations

6.3 Weight

The minimum weight of the vehicle at all times must be 1300kg This is the real weight of the car, without driver nor co-driver nor their equipment, this includes the helmet, but the intercom external to the helmet may be left in the car. At no time during the event may a car weigh less than this minimum weight.

The weight of the car may be checked with the crew on board (driver + co-driver+ their full equipment). In this case the minimum weight shall be 1300kg plus 160 kg (1460kg)

7. ADVERTISING & SIGNAGE

7.1 Competition and Vehicle Name

By entering any event in the Subaru Challenge, persons and corporations must refer to it only by its full title, “ Subaru Challenge”.

The vehicle must be referred to by its production name: “Subaru Impreza RS”.

All advertising, promotional material and supplementary regulations must refer to the rally vehicle and competition by their full title and, where appropriate, display the official competition logo.

Competition numbers and signage placement are to comply with Appendix B of these Regulations. Each Subaru Impreza RS competing in the Subaru Challenge must carry the following advertising for the duration of each rally:

Area A – Subaru front windscreen sign. 14.5cm high by 95cm wide (“Subaru” is 8.8cm high).

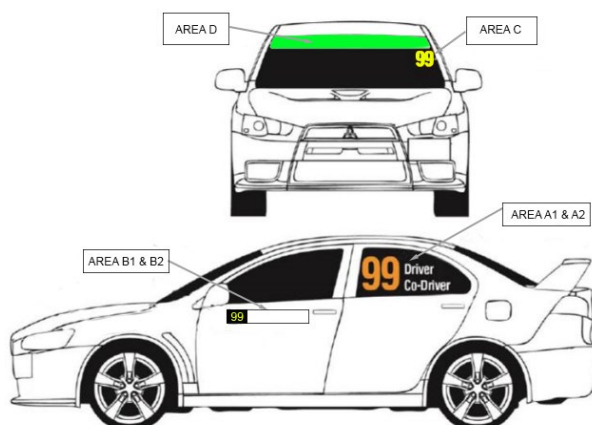
Area B – Dunlop signs on each front fender. 9cm high by 42cm wide.

Note: The above advertising is subject to no conflicting requirements being in place for entries in any of the events.

Signage will be provided through event organisers at pre-event documentation. Failure to carry the correct advertising and signage will result in forfeiture of points for that rally.

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Appendix B: Competition Numbers and Signage Placement



N.B. Diagram is not to scale

Area A - Rear Windows

A1: Numbers for each rear side window which shall be 200 mm high with a stroke width of 25 mm, fluorescent orange and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

A2: Crew names displayed will be as per the NRC VG.

Area B - Door Panel

B0: A door panel is to be affixed to each front door, measuring 670mm wide by 170mm high. This will include a 10mm white border, including the gap between B1 (competition number panel) and B2 (organiser's signage).

B1: A matte black competition number box will be affixed to B0, measuring 140mm wide by 150mm high, and will respect the 10mm white border. Competition numbers will be dayglow yellow, and be 140mm high with a stroke width of 20mm. The competition number will always be affixed to the front of the door panel (B0), closest to front of the vehicle.

B2: The organiser's signage (event logo), will be placed after B1. It will measure 500mm wide and 150mm high. It will also respect the 10mm white border of B0.

Area C - Windscreen Number

Vehicles will also display their allocated competition number at the top of the front windscreen on the co-drivers side. 100mm x 100mm in dayglow yellow.

Area D - Front Windscreen Strip

All competitors are required to apply the TRC and or RS Challenge sponsors front windscreen as required. Subaru Challenge competitors will apply the Subaru Challenge front windscreen strip as per Appendix A, 7.1 of the 2022 Tasmanian Rally Championship Sporting Regulations.