



**TASMANIAN RALLY CHAMPIONSHIP**  
**SPORTING REGULATIONS**

**2017**

**Approved by CAMS Tasmanian State Council on 22<sup>nd</sup> February 2017**



## 2017 TASMANIAN RALLY CHAMPIONSHIP

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#### 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 E2



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YEAR	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
1996	ANDREW MURFET	TONY JACKSON	NISSAN GTIR
1997	ANDREW MURFET	TONY JACKSON	NISSAN GTIR
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 EVO 5
2003	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 3
2004	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 5
2005	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 5
2006	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2007	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2008	CRAIG BROOKS	DANIEL WILSON	SUBARU
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 EVO3/EVO9
2013	MARCUS WALKEM	DAMIEN GRIMWOOD	MITSUBISHI EVO9
2014	MARCUS WALKEM	DAMIEN GRIMWOOD	MITSUBISHI EVO9
2015	CRAIG BROOKS	REUBECCA SHELDRIK	SUBARU WRX
2016	KEITH ABLITT	ADRIAN HODGETTS	SUBARU WRX STi

#### TASMANIAN 2WD RALLY CHAMPIONS

YEAR	DRIVER	NAVIGATOR/CO-DRIVER	VEHICLE
2003	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 3
2004	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 5
2005	JAMIE VANDENBERG	SIMON VANDENBERG	MITSUBISHI EVO 5
2006	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2007	DAVID WALDON	ROSS FERGUSON	SUBARU STi
2008	CRAIG BROOKS	DANIEL WILSON	SUBARU
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 EVO3/EVO9
2013	MARCUS WALKEM	DAMIEN GRIMWOOD	MITSUBISHI EVO9
2014	MARCUS WALKEM	DAMIEN GRIMWOOD	MITSUBISHI EVO9
2015	CRAIG BROOKS	REUBECCA SHELDRIK	SUBARU WRX
2016	KEITH ABLITT	ADRIAN HODGETTS	SUBARU WRX STi



# 2017 TASMANIAN RALLY CHAMPIONSHIP

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### **AUTHORITY:**

Events forming part of the Tasmanian Rally Championship (TRC), will be run under the General Provisions of the International Sporting Code of the FIA, the National Competition Rules (NCRs) of CAMS Ltd, the National Rally Code (NRC), sections of the 2017 Australian Rally Championship regulations, 2017 Tasmanian Rally Championship Series Regulations, the Event Supplementary Regulations, and any Further Regulations or Bulletins that may be authorised by CAMS Ltd.

### **1. INTRODUCTION:**

The Tasmanian Rally Championship will be awarded to:

- 1.1. TRC Champion Driver – Outright  
TRC Champion Co Driver– Outright  
TRC Champion Driver – 2WD  
TRC Champion Co Driver 2WD
- 1.2. And 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 2017 CAMS Manual of Motor Sport.
- 1.3. Other class winners:

<i>Club</i>	Club Rally Cars as per the 2017 CAMS Manual of Motor Sport
<i>Hist</i>	Historic
<i>Classic</i>	Classic Rally Cars
- 1.4. *The Tasmanian Rally Championship Outright winners will be named Tasmanian Rally Champions.*
- 1.5. To be eligible to win a class in the TRC a competitor must compete in at least 50% of heats during the season.

### **2. GENERAL CONDITIONS:**

- 2.1. 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.



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2.2. For **2017 the** following Championship Events have been nominated:

1-Apr	TRC1	500CC	North East
20-May	TRC2	NWCC	North West
7/8-July	TRC3	MSCT	Launceston
9-Sept	TRC4	500CC	South

- 2.3. Competitors are not required to register to receive Championship points. Crew members must be current members of a CAMS affiliated Tasmanian car club to be eligible to receive points in any State Championship event. Interstate competitors must compete in a minimum of 50% of the Championship to be eligible to receive points. Point scores will be compiled by the TRAP nominated Championship scorer to whom organisers must forward full results and all necessary information 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. These results must also be posted on the TASRally website within 72 hours.
- 2.4. 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..
- 2.5. Only the nominated Driver and Co Driver in each car shall be eligible to receive points.
- 2.6. In each heat of the Championship events, points shall be awarded to the driver and co driver of the place winning cars as follows
- a) Outright  
**40, 34, 30 ,26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (per heat)**  
and 1 point for all other finishers.  
Each crew will receive 1 additional point for starting each event.
  - b) 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)**
  - c) 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.
  - d) For Outright, only outright points shall be counted.
  - e) For Class Championship, only class points shall be counted.
- 2.7. 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.
- 2.8. 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.



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- 2.9. Championship points shall only be gained by competitors who complete 100% of the route for each heat as specified in the roadbook.
- 2.10. Determination of the Championship shall be by aggregating points of the events to count as follows:
- Unless otherwise approved by the TRAP, each round nominated in the championship will consist of two heats.
  - All **heats** nominated in the State Championship, less two will count.
  - If **four or less rounds** constitute the Championship, all heats will count.
  - If a round is approved to run as one heat then only points as per one heat will apply, ie, 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.**
- 2.11. In the event of a tie by two or more competitors in the Championship the winner shall be determined by reference to 2017 CAMS Manual of Motor Sport – General Conditions for All Titles.
- 2.12. 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 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.  
If a competitor fails to report to the Regroup In Control on time a penalty of 30 minutes will be applied in accordance with the National Rally Code subparagraph 5.2(iii)(o).
- 2.13. Any Tasmanian Rally Championship point score issues are to be referred in the first instance to the Championship Steward for resolution via the CAMS Judicial system.

### **3. VEHICLE ELIGIBILITY:**

- 3.1. Only the following vehicles will be eligible to enter in Tasmanian Rally Championship Events:
- Production Rally Cars (PRC) with no age restrictions as listed in the CAMS 2017 Manual of Motor Sport.
  - Subaru Challenge - Subaru 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 2017 CAMS Manual of Motor Sport.



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- Club Rally Cars as defined in the 2017 CAMS Manual of Motor Sport.
- Showroom Rally Cars
- Group AP4
- Group G2
- Cars complying with Off Road in the 2017 CAMS Manual of Motor Sport which are road registered are eligible to enter but not eligible for Championship points

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

3.2. Awards will be given in classes as specified in Article 1 of these conditions.

#### **4. FORMAT:**

4.1. All events will be Special Stage State Level Rallies or higher. The total Special Stage distance of each event will be at least 90kms. Service allotments should be arranged in periods of 20mins for short intermediates, and at least 45mins for a lunchbreak.

#### **5. CHAMPIONSHIP MANAGEMENT AND SEEDING:**

5.1. 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 SPI, this may occur with the approval of the TRAP Chairperson.

5.2. Competition numbers will be allocated on application to the TRAP, please contact Devin Cullis 0418 599 106 [dcullis@me.com](mailto:dcullis@me.com). Drivers may nominate numbers from 3 and above in order of preference and will be allocated by the TRAP prior to the first nominated round of the championship.

5.3. Competition number "1" is reserved to recognise the current Tasmanian Rally Champion, Competition number "2" is reserved to recognise the current Tasmanian 2WD Champion.

**Note:** This does not apply if the current Australian Rally Champion is competing in a particular round of the TRC Series.

#### **6. OTHER:**

6.1. 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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#### **7. COMPULSORY EQUIPMENT:**

##### **7.1. 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 CAMS 2017 Manual of Motor Sport are given. A summary is presented as Appendix B.

- 7.2. **MUDFLAPS** (NRC Appendix F)
- 7.3. **ROLLOVER PROTECTION** (Schedule J)
- 7.4. **FIRST AID KITS** (NRC Appendix F)
- 7.5. **SOS/OK BOARD** (NRC Appendix F)
- 7.6. **SAFETY TRIANGLES** (NRC Appendix F)
- 7.7. **FIRE EXTINGUISHERS** (Schedule H, Table H-1) \*\*  
\*\*Note: An exception from plumbed systems will exist for 2017
- 7.8. **SAFETY HARNESES** (Schedule I)
- 7.9. **CREW ATTIRE/HELMETS** (Schedule D)
- 7.10. **COMPETITION VEHICLE SIGNAGE** (NCR155, Schedule K)

Each competing vehicle must have an area on both front doors measuring at least 500mm wide and 520mm high for the purpose of displaying the competition numbers and event advertising. It is the competitor's responsibility to provide their own Tasmanian Rally Championship allocated number that complies with Schedule K Article 2.4, Figure K-2 of the 2017 CAMS Manual of Motor Sport.

In accordance with Schedule K of the 2017 CAMS Manual of Motor Sport each automobile in a State Championship competition or superior status shall display the CAMS logo positioned adjacent to each side competition number. CAMS logo stickers are available from a State office.

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

Crew Names are permissible in accordance with the NRC art 2.5.

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

##### **7.11. TURBO SEALING** (In addition to Turbocharger Sealing Requirements)

The State Eligibility Officer or his nominee (who must be an accredited official CAMS





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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.

#### **8. SERVICING OUTSIDE OF SERVICE AREAS:**

- 8.1. 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.

#### **9. CREW REQUIREMENTS:**

##### **9.1. CREW ELIGIBILITY**

- 9.1.1. 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* CAMS licence and current club membership.
- 9.1.2. Drivers (that is, any crew member who will drive the car at any time during the event) must hold a current and valid licence to drive a vehicle on public roads within Tasmania.
- 9.1.3. 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 NCR 77(iv)  
The nominated Co-Driver may not drive on competitive stages in the entered vehicle during the course of competition.

##### **9.2. DOCUMENTATION & SCRUTINY**

- 9.2.1. The following documentation is to be presented to the organisers at pre event scrutiny, or at another location as advised by the organisers in Supplementary Regulations:
- The CAMS Vehicle Log Book
  - CAMS Clubman Rally Licence (or higher) – Driver
  - CAMS Clubman Rally or Clubman Rally Navigator Licence (or higher) – Co-driver
  - Civil Driving licence - Driver and Co driver – refer NRC 2.1(iii)(b)
  - Current Car Club Membership Cards – Driver and Co driver
  - CAMS Competitors Licence where the Vehicle owner is neither Driver or Co-driver.
  - Vehicle registration papers and proof of current registration.



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- Special Interest Registration (SI) Log Book (Where applicable)
- Temporary Registration Permits must state that the permit is valid for that particular event and its competition.
- Completed Service crews and vehicles registration form. This registration form must be returned with the entry form.

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

Log books (both CAMS 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 CAMS documentation and regulations are available from [cams.com.au](http://cams.com.au) and the CAMS offices at Sport and Recreation House, 1 Self's point Road, Cornelian Bay (Ph: (03) 6227 5601)

#### 9.3. CREW CONDUCT

##### 9.3.1. **Mechanical: (NRC 8.2 vi)**

**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.

##### 9.3.2. **Accident/Medical Emergency: (NRC 8.2 i – iv)**

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



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clearly and actively shown by a crew member **to at least the three** following vehicles

9.3.3. **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).

9.3.4. **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.

9.3.5. **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.

9.3.6. **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 CAMS insurer).

9.4. **TIMING & PENALTIES**

Timing and tracking will be done by RallySafe. All competitors must make provision in their competition vehicle for the RallySafe GPS and tracking system.

Installation instructions will be available on [www.rallysafe.com.au](http://www.rallysafe.com.au). RallySafe wiring loom, antennas and mounting kit can be Purchased for \$175. Contact Rally Safe at [www.rallysafe.com.au/shop/uncategorized/rallysafe-antenna-kit-everything-you-need/](http://www.rallysafe.com.au/shop/uncategorized/rallysafe-antenna-kit-everything-you-need/)

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 exclusion.

Should a competitor retire, they must return the tracking unit to RallySafe office in Service Park/HQ as soon as possible. The tracking units may have to be removed from the rally cars at the final Parc Fermé for any timing enquiry, therefore cars should be left unlocked. All units must be returned to a RallySafe representative once cars are eligible to be removed from Parc Fermé.



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A master clock (to which Rallysafe is calibrated) will be available on display at the start venue prior to the start.

All events must use Special Stage timing (A to A) in accordance with Appendices A-E of the NRC. 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.

The use of Maximum Times is expressly prohibited.

Late time will be in accordance with Article 1.11 of Appendix A of the NRC. Late time for each heat will be notified in Supplementary Regulations, Further Regulations and Route Instructions, however will not be less than 40 minutes per heat.

#### 9.4.1. **Control Entry:**

Competitors are not required to get out of the car at a control point.

Competitors can enter a control, up to the time control [actual] board, early without penalty. 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 NCR183(i)(h).

#### 9.4.2. **No wheel spin policy:**

TRAP and the organising Clubs support 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.

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.

1<sup>st</sup> Offence: 1 minute penalty added to actual stage time.

2<sup>nd</sup> Offence: 2 minute penalty added to the actual stage time.



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3<sup>rd</sup> Offence: Referred to the Stewards, the penalty for which may as high as exclusion from the event.

Officials as listed in Article 10 are the judges of fact regarding the determination of excessive wheel spin.

#### 9.5. **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.

#### 9.6. **SERVICE CREWS**

##### 9.6.1. **Service time**

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

##### 9.6.2. **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.

##### 9.6.3. **Penalties**

For penalties applying to service crews see National Rally Code (NRC) 5.2 and 7.6

#### 9.7. **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 NCR143.

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.

## **10. JUDGES OF FACT:**

The following table lists the Judges of Fact for various matters. NCR181A 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.



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	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
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
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		

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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### TASMANIAN RALLY ADVISORY PANEL CONTACTS:

		<i>Contact</i>	<i>email</i>
<b>CHAIRMAN</b>	Lee Peterson	0418 141762	lpeterson@macfrank.com.au
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## 2017 TASMANIAN RALLY CHAMPIONSHIP

### Appendix A – Buckby Subaru Challenge

### Technical and Sporting Regulations

#### **1. ELIGIBLE VEHICLES**

- 1.1. Vehicles eligible for the Buckby Subaru Challenge will be Subaru Impreza RS 2.5 cars complying with Group 3C – Production Rally Cars (PRC) as specified in the *2017 CAMS Manual of Motor Sport* **and** these Technical Regulations.

#### **2. AWARDING OF POINTS**

- 2.1. For each Heat the following points will be awarded:

<b>1<sup>st</sup> Place</b>	<b>40</b>
<b>2<sup>nd</sup> Place</b>	<b>34</b>
<b>3<sup>rd</sup> Place</b>	<b>30</b>
<b>4<sup>th</sup> Place</b>	<b>26</b>
<b>5<sup>th</sup> Place</b>	<b>22</b>
<b>6<sup>th</sup> Place</b>	<b>20</b>
<b>7<sup>th</sup> Place</b>	<b>18</b>
<b>8<sup>th</sup> Place</b>	<b>16</b>
<b>9<sup>th</sup> Place</b>	<b>14</b>
<b>10<sup>th</sup> Place</b>	<b>12</b>
<b>11<sup>th</sup> Place</b>	<b>10</b>
<b>12<sup>th</sup> Place</b>	<b>9</b>
<b>13<sup>th</sup> Place</b>	<b>8</b>
<b>14<sup>th</sup> Place</b>	<b>7</b>
<b>15<sup>th</sup> Place</b>	<b>6</b>
<b>16<sup>th</sup> Place</b>	<b>5</b>
<b>17<sup>th</sup> Place</b>	<b>4</b>
<b>18<sup>th</sup> Place</b>	<b>3</b>
<b>19<sup>th</sup> Place</b>	<b>2</b>
<b>20<sup>th</sup> Place</b>	<b>1</b>

- 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.





## 2017 TASMANIAN RALLY CHAMPIONSHIP

### Appendix A – Buckby Subaru Challenge

### Technical and Sporting Regulations

#### 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 *CAMS General Conditions for All Titles*.
- 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. Points scored at the best 8 Legs or Heats shall be taken into account in determining the positions at the end of the season. Where less than 8 Legs or Heats constitute the Buckby Subaru Challenge then all heats will count.
- 4.2. The driver to score the highest number of points shall be declared the winner of the 2017 Buckby Subaru Challenge.

#### 5. CONTROL COMPONENTS

- 5.1. To be eligible for points in the Buckby 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.
- 5.2. Control Components supplied with the vehicle (components already fitted except where specified)
  - a) **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.
  - b) **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.
  - c) **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



## 2017 TASMANIAN RALLY CHAMPIONSHIP

### Appendix A – Buckby Subaru Challenge

### Technical and Sporting Regulations

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.

The ECU or other wiring loom connections may be sealed closed by the Series Eligibility Officer and the absence of such seals during the event after their application will be deemed a breach of the rules

**d) Suspension.**

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

Bushes are free.

Mounting points and pivots must remain original.

**e) Brakes**

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

The brake booster may be removed.

Standard brake calipers 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.

**f) 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 CAMS 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**

**a) Tyres**

The following control tyre is to be used:

Tyre:                      Dunlop D87R



## 2017 TASMANIAN RALLY CHAMPIONSHIP

### Appendix A – Buckby Subaru Challenge Technical and Sporting Regulations

Size: 195/65R15  
Section width: 212mm  
Diameter: 648mm  
Compound: Medium

Competitors are limited to the use of 6 new or used tyres per event.

Control tyres may not be modified other than by a reduction of the tread depth. Any of above tyres may be replaced, but such replacement will result in a penalty of 1 minutes per new tyre and 30 seconds per used tyre. Also if a crew is directed by a scrutineer to replace a tyre for safety reasons, such replacement will also result in the same penalties.

b) Fuel

Only pump fuel as defined by CAMS In Schedule G of the *CAMS 2017 Manual of Motor Sport* with a maximum octane rating of 98RON shall be used.

c) Weight

The minimum weight of the vehicle at all times must be 1080kg as per Article 1.3 of the *Group 3C – Production Rally Car Regulations*.

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 1080kg plus 160 kg (1240kg)

## **7. ADVERTISING & SIGNAGE**

**7.1. Competition and Vehicle Name**

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

Each Subaru Impreza RS competing in the Buckby 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).



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### Appendix A – Buckby Subaru Challenge Technical and Sporting Regulations

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.



## 2017 TASMANIAN RALLY CHAMPIONSHIP

### Appendix B: SAFETY REQUIREMENT CHANGES TO SUIT TASMANIAN RALLY CHAMPIONSHIP STATUS

Current Series Requirement			State Championship Requirement		
<b>Helmet</b>	B	Refer 3.1 Helmet	Upgraded	<b>A</b>	Refer 3.1 Helmet FIA 8860-2010 FIA 8860-2004 (until Dec 2020) FIA 8859-2015 Snell SA2005 + FIA 8858-2010 (until Dec 2018) Snell SA2010 + FIA 8858-2010 (until Dec 2023) Snell SA2005 + FIA 8858-2002 (until Dec 2018) Snell SA2010 + FIA 8858-2002 (until Dec 2023) Snell SA2015 + FIA 8858-2010 Snell SAH2010 + FIA 8858-2010 (until Dec 2013)
<b>FHR</b>	B	Not mandatory	Upgraded	<b>A</b>	Refer 3.2 FHR FIA 8858-2010 FIA 8858-2002



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Current Series Requirement			State Championship Requirement		
<b>Outerwear</b>	D	Non-flammable neck to wrist	Upgraded	C	Refer 3.3 Flame-Retardant Outerwear Single layer or better SFI 3.2A/1
<b>Underwear</b>	B	Not mandatory	No change	B	
<b>Balaclava</b>	C	Not mandatory	Upgraded	B	Not required with Level A helmet
<b>Footwear</b>	B	Leather upper	No change	B	
<b>Socks</b>	B	Not mandatory	No change	B	Not mandatory



## 2017 TASMANIAN RALLY CHAMPIONSHIP

### Appendix B: SAFETY REQUIREMENT CHANGES TO SUIT TASMANIAN RALLY CHAMPIONSHIP STATUS

	Current Series Requirement		State Championship Requirement	
<b>Gloves</b>	B	Not mandatory	No change	B Not mandatory
<b>Harness</b>	B	Refer Schedule I FIA 8854/98 (til date + 5yrs) FIA 8854-1991 SFI 16.1 AS 2596 ECE R16	Upgraded	<b>A</b> Refer Schedule I FIA 8853/98 (until date + 5yrs) FIA 8853-1995 SFI 16.1
<b>Fire Extinguishers</b>		Refer Schedule H 2.0kg minimum (as 1 or 2 extinguishers) AS1841.5	After 2018	<b>Post-2000 vehicles only</b> Refer Schedule H AFFF 2.4L @ 12.0 bar FIA Appendix J, Article 253-7