

# RSEA

## SPORTING AND TECHNICAL REGULATIONS

V4

2020 RSEA SAFETY MOTORSPORT  
AUSTRALIA RALLY CUP

2020 RSEA Safety Motorsport Australia Rally Cup®  
Sporting and Technical Regulations - Version 4 - Revised 01/09/2020  
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## Motorsport Australia Rally Cup Sporting and Technical Regulations

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# PART 1 – SPORTING REGULATIONS

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## 1. PREAMBLE

Each event in the 2020 Motorsport Australia Rally Cup (ARCup) shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of Motorsport Australia, the National Rally Code (NRC), the Sporting and Technical Regulations published for the ARC and the Supplementary Regulations using the format approved by Motorsport Australia and published by the Organiser of each event.

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

### 1.1 PERSONAL

**Motorsport Australia will appoint a four-person Executive to manage the ARC. The ARC Executive will work alongside the appointed Stewards and the Clerks of the Course. The organisers are asked to abide by any reasonable request from the ARC Manager(s) and to work together to ensure event delivery.**

**The ARC Executive will be made up of the following roles:**

- (a) **General Manager Motorsport, Michael Smith**
- (b) **ARC Manager – Commercial Operations, Adrian Coppin, [acoppin@motorsport.org.au](mailto:acoppin@motorsport.org.au)**
- (c) **ARC Manager - Sporting, Competition, and Compliance, Michael Clements [michael@ume.cool](mailto:michael@ume.cool)**

#### **ARC Manager – Competition Roles and Responsibilities**

The ARC Manager – Competition is appointed by Motorsport Australia (equivalent of a Race Director in Circuit Racing) and shall be responsible for maintaining the continuity of the sporting activity to the Australian Rally Championship. The ARC Manager - Competition shall act in accordance with the Rules and shall work in consultation with the Clerk of the Course as appropriate.

The ARC Manager – Competition, shall work closely with the Clerk of the Course on the following matters. The Clerk of the Course may give orders in respect of them providing they are in mutual agreement:

1. The control of the rally, adherence to the timetable/itinerary and, if they deem it necessary, the making of any proposal to the Stewards to modify the timetable/itinerary in accordance with the Code or Sporting Regulations.
2. The stopping of any car in accordance with the Code or the Sporting Regulations.
3. The stopping or suspension of the rally in accordance with the Sporting Regulations if they deem it unsafe to continue and ensuring that the correct restart procedure is carried out.
4. The seeded entry list and any changes to the published list.
5. The use of course cars to restart a stage after a stoppage.
6. The imposition of penalties in accordance with the rules.

The ARC Manager – Competition shall conduct investigations into alleged breaches of the rules to reach a resolution based on the prescribed infringement or alternatively refer the matter to the Stewards.

The Chair of the Stewards Panel, the ARC Manager - Competition and the Clerk of the Course must be present in Rally Control at the start of competition of the first stage.

The ARC Manager - Competition must be in radio/phone contact with the Clerk of the Course and the Chair of the Stewards Panel at all times when the cars are competing on stages. Additionally, the Clerk of the Course or their deputy must be in rally control and in radio contact with each stage start and finish during these times.

**1.2 AUSTRALIAN RALLY CUP**

- (a) The ARCup shall consist of each rally event listed in Article 3 - Cup Schedule.
- (b) Each event shall be a Endurance event as per the following:
  - (i) Endurance event shall be held over two day of competition. Reconnaissance of the route shall be available on one of the preceding days.

**1.3 AUSTRALIAN RALLY MANUFACTURERS' CUP**

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

**2.**

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

**3. CHAMPIONSHIP SCHEDULE**

The 2020 Motorsport Australia Rally Cup shall be conducted over the following event schedule:

	<b>Date – 2020</b>	<b>Event</b>	<b>State</b>	<b>Event Type</b>
	28-29 November	National Capital Rally	ACT	Endurance

**4. CREW**

- (a) Under the Motorsport Australia / MotorSport New Zealand Trans-Tasman agreement, each New Zealand competitor competing under this agreement, and holding a current and valid Tasman Visa, may substitute the equivalent MotorSport New Zealand Competitor (Entrant), Driver & Co-driver Competition licence. Membership of a Motorsport Australia affiliated club shall not be required for a MotorSport New Zealand licence holder.
- (b) Points in the Championships, and other awards as per 18.4 of these regulations, shall only be awarded to the holder of a competition licence issued by either Motorsport Australia or MotorSport New Zealand, in order of their finishing position. For allocation of points, a placing achieved by a holder of a licence issued by an ASN other than Motorsport Australia or MotorSport New Zealand shall be disregarded. For the purposes of point scoring, the Driver and Co-driver shall be treated separately.
- (c) Each Crew must present a valid version of the following items at Documentation if applicable:
  - (i) Motorsport Australia Passbook/Competition licence (Competitor [Entrant], Driver and Co-driver);

- (ii) Civil Driving licence for each Crew member in accordance with the NRC;
- (iii) Motorsport Australia affiliated car club membership (Driver and Co-driver);
- (iv) Vehicle licence/permit/registration papers; and
- (v) Third Party insurance extension (for each Queensland registered automobile).

## 5. REGISTRATION

### 5.1 MOTORSPORT AUSTRALIA RALLY CUP

- (a) In order to be eligible for Championship points within the 2020 Motorsport Australia Rally Cup, Competitors must comply with all aspects of the ARC Sporting & Technical Regulations and enter the ARCup component of each event.

Each Driver and Co-Driver **will be automatically registered upon entering their first event** in which they are to compete. **NOTE:** No Registration fee will apply to the ARCup Registration.

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

## 6. CREW ATTIRE

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

## 7. EVENT REQUIREMENT

- (a) Should an ARCup event not be able to run in its entirety for any reason, the points shall be awarded on the basis of the established classification as follows:
  - (i) Full points if more than 50% of the scheduled length of Special Stages has been run;
  - (ii) Half points if between 25% and 50% of the length of Special Stages has been run; and
  - (iii) No points if less than 25% of the scheduled length of Special Stages has been run.
- (b) Not more than 20% of the total number of Special Stages in any one Round may be less than 5km in length unless specifically approved by Motorsport Australia.
- (c) The average speed on any liaison section shall not exceed 70km/h.
- (d) The minimum competitive distance of the Endurance event shall be 120 km. Reconnaissance must be able to be completed in one day, or the sum of equivalent of one day (e.g. Thursday afternoon and Friday morning).

## 8. PRE-EVENT TESTING

- (a) Except as provided for within Article 8, Event testing by a Driver is prohibited for a period of 30 days prior to each ARC event within a 75km radius of the service park for that event or on any road expected to be used in that ARCup event, **unless written approval is given by the respective ARCup Organiser**. If a Driver is found to be in breach of this restriction they shall face disciplinary action, which may entail a penalty as high as a one year suspension of the Motorsport Australia Competition licence of each party involved, and shall in each case automatically result in their disqualification from the Event in question.
- (b) Each Driver intending to test within 90 days of an ARCup Event in an area which could reasonably be expected to fall under Article 8(a), shall be required to contact the Event Organiser before making any arrangement with Motorsport Australia or any other authority (government, property owner etc.) to use any section of road for the purpose of testing.
- (c) Any testing must comply with any condition and/or requirements imposed by the relevant State Rally Advisory Panel/State Council and any other authority.
- (d) Notwithstanding the provisions of Article 8(a), an Event Organiser may provide testing for a maximum of eight hours on a weekday in the week of the Event. The Organiser may charge a fee for this facility. No part of any Special Stage in the Event may be used for testing without approval from Motorsport Australia.

- (e) An Event Organiser may also provide testing for a maximum of **four** hours on the Friday immediately prior to the start of the Event. This option is only available to each driver not testing earlier in the same week.
- (f) The Environmental Policy of Motorsport Australia and the requirements of the NRC are to apply to such testing.
- (g) A bona fide sponsor/corporate day, which has been approved in advance by the ARCCup Manager, shall not be deemed to be testing or practice.

## 9. RECONNAISSANCE

- (a) Speeding whilst on reconnaissance shall be penalised as follows:
  - (i) 1st Offence:
    - up to 15 km/h above the speed limit - \$250; and
    - over 15 km/h above the speed limit - \$500.
  - (ii) 2nd Offence:
    - up to 15 km/h above the speed limit - \$500; and
    - over 15 km/h above the speed limit - 30 second penalty (added to Heat/Leg 1).
  - (iii) 3rd Offence:
    - Refusal to start the Event.
- (b) If a member of the Crew is found on the course in the period two (2) months prior to the start of the Event, with the exception of the period allowed for reconnaissance as per the Event's Supplementary Regulations and any authorised use, they shall be reported to the Stewards for consideration of disqualification or other penalty. Crews who work or live in the area can apply to the Event Organisers for an exemption to the part of the course they traverse.
- (c) If a person associated with a Competitor, is found to be in breach of a regulation relating to reconnaissance, or who acts in such a manner as to bring the Event into disrepute, they shall be subject to a substantial monetary fine, the amount of which shall be at the Organiser's discretion. At their first meeting, the Stewards shall examine the circumstances of this fine and this shall not prejudice the possibility of an additional penalty being imposed, up to refusal to allow the Competitor/Crew concerned to start the Event.
- (d) Unless otherwise specified in the Event's Supplementary Regulations, the use of any rally tyre in reconnaissance is NOT allowed.
- (e) A non-competitor may apply, to an Event Organiser, to participate in Event reconnaissance. Approval shall be subject to this person holding an appropriate Motorsport Australia or FIA licence and the payment of one third of the entry fee.

## 10. START ORDER

- (a) Each automobile shall be required to start each Event in order of the official starting list, for that Event.
- (b) The starting order shall be based on seeding as per the ARC Drivers Performance Index (DPI) with competitors with no DPI determined by the Clerk of the Course or by some other process as described in the Supplementary Regulations for that Event.
- (c) At the discretion of the event organisers, the top 5 ARCCup seeded competitors may be balloted to determine the Starting order for day 1.
- (d) Start order for Day 2 of an ARCCup Endurance Event will be determined by the crew's outright position at the end of Day 1. The Clerk of Course may at his discretion change the start order for Day 2 on safety grounds.
- (e) Automobiles may be grouped into individual categories, and if so, the gap between each group shall be a minimum of four minutes.
- (f) For Endurance events each ARCCup entry shall be seeded together.
- (g) The current Australian Rally Champion Driver shall use the competition number "1" in each Endurance Events when competing in the ARCCup part of the Event.
- (h) All requests for reseeding or alteration to road position must be submitted in writing to the Clerk of the Course with supporting documentation.

## 11. CREW BRIEFING

Crew Briefings will be done electronically and emailed out to each competitor.

## 12. EVENT DETAILS

### 12.1 GENERAL

- (a) The Driver shall assume the Competitor's responsibility when the latter is not part of the Crew.
- (b) Where an incorrect, fraudulent or unsporting action is carried out by the Competitor or a member of the Crew, the matter shall be investigated by the Stewards who may impose penalties which may include disqualification from a Heat/Leg or the Event.
- (c) In accordance with the NCR, the Organisers may abandon, cancel, alter or terminate the Event at anypoint.
- (d) One or more Competitor Relations Officer (CRO) shall be appointed for each ARCCup event.
  - (i) The principal duty of the CRO is to provide information or clarification in connection with the regulations and the running of the Event to each Competitor/Crew, while working in conjunction with the Clerk of the Course.
  - (ii) There shall be at least one CRO at each Event who must be easily identifiable to each Competitor and Crew, and shall be present according to the CRO schedule.
- (e) The entry fee shall be refunded in full (less any fees incurred) as follows:
  - (i) To a person whose entry is not accepted.
  - (ii) To a person who can't attend the event due to COVID 19 Boarder restrictions
  - (iii) In the case of the Event not taking place.
  - (iv) Withdrawal of entry prior to the date of close of entries.
- (f) If for any exceptional reason a Competitor is unable to start the Event, a portion of the entry fee may be refunded at the discretion of the Clerk of the Course as follows:
  - (i) Withdrawn after participation in testing or post scrutineering: up to 40% refund (Motorsport Australia Permit Fee Payable); or
  - (ii) Withdrawn without participation in testing: up to 70% refund.
- (g) Each automobile will be required to be fitted with an identification transmitter as part of the SOS tracking system. If required, instructions regarding collection, fitment, and return of the transmitter shall be issued to each Crew at documentation. The installation of this device shall be checked at scrutiny. Any misuse of the equipment shall result in the Competitor being reported to the Stewards who may impose penalties which may include disqualification.
- (h) Where an automobile is unable to continue to follow the route of the Event for any reason it shall be able to re-join the Event at a subsequent Service Out or Regroup Out Control, or at the Final Control, under the conditions outlined in the NRC, and shall be eligible to be classified in the results providing that they have completed at least **50%** of the Special Stage distance of that round.
- (i) **A Crew that has re-joined (re-started) during the Event and has complied with Sporting Article 12.1 (k) or (l) of these regulations, a time penalty will be applied. This time penalty will be as follows:**
  - (i) For all crews which re-start a time penalty will be applied. For every stage missed, this time penalty will be 10 minutes.
  - (ii) For all crews which re-start a time penalty will be applied. For every Super Special Stage missed, this time penalty will be 10 minutes unless stated differently in the event Supplementary Regulations.
  - (iii) The time penalty will be added to the fastest time of the drivers' class for each missed stage, which shall include the special stage or super special stage on which the crew has retired.
  - (iv) Should retirement occur after the last Special Stage or Super Special Stage but before an end of Heat parc fermé, the Crew will nonetheless be deemed to have retired on that last Special Stage or Super Special Stage.



**If a crew such affected has set the fastest time of its group on that last stage, its own time will be taken into consideration for the application of the penalty.**

## 12.2 TIMING

- (a) Timing increments shall be as follows:
  - (i) Special Stage: to the elapsed 1/10th of a second; and
  - (ii) Time Control: to the minute.
- (b) Each further increment shall be disregarded (for example, a Crew's passage at a Time Control is recorded at 10.50 as long as the clock has not reached 10.51.00.)
- (c) At the start of each Special Stage, each Crew shall be given a 30 second warning and shall start when the display clock or sequential light system shows their start time for that Stage.
- (d) Each electronic starting system shall be coupled to a start detection device which shall be located in order to determine the effective position of the start line. If an automobile is detected moving prior to the start signal, it shall be deemed to be a false start.
- (e) Should the electronic starting system fail, the start shall be given manually by an Official in accordance with the NRC SSR, Special Stage Procedure, in which case the Start Official shall be a Judge of Fact in the application of a false start.
- (f) At the finish of each Special Stage the timing shall be taken by the breaking of a beam and this shall also be backed up by a manual system. The beam and timekeepers shall be positioned on the timing-line.
- (g) The Time Card shall be handed in at the finish of a Section and replaced by a new one before the start of the next section. (Refer to NRC Appendix D for standard Time Card)
- (h) Where official shakedown, reconnaissance, or other Event-required activities are being undertaken on the same day as the Start of the Rally, and a Crew is prevented from starting a Super Special Stage run on the Friday evening of the Event as a result (as determined by the Stewards), each such Crew shall be permitted to start Heat/Leg 1 on the next day without penalty. Each such Crew shall be allocated a time for the Stage by the Clerk of the Course, in consultation with the Results Manager which may be adjusted following the first three Stages of the next day.

## 13. SPECIAL STAGES

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

#### 14. POWER STAGE

THE ORGANISER SHALL INCLUDE ONE SPECIAL STAGE CALLED A “POWER STAGE” WITH THE PURPOSE OF ENHANCING MEDIA COVERAGE.

THE STAGE WILL:

- (a) Be the last stage of the rally.
- (b) Be run at a time agreed by Motorsport Australia.
- (c) Be run as a stage of the event for all classified competitors.
- (d) Be representative of the rally.
- (e) Be preceded by a regroup.
- (f) Be timed to the 100<sup>th</sup> of a second.

The start order and intervals of the cars which will be covered by live media will be decided by Motorsport Australia and the ARC Managers in discussion with the Clerk of the Course. The start intervals for these crews will be communicated by the Clerk of the Course to the regroup proceeding the power stage.

For the purpose of live media, there will be interviews and a podium ceremony after the STOP Control of the stage. The organisers may stop any car and its crew on the road section immediately after the STOP Control of the stage, so that they can take part in this. These crews will be directed by officials at the STOP Control of the stage, who may if necessary, modify the time allowed for the following road section.

#### 15. RESULTS

- (a) Results shall be established by adding the total elapsed time of each Special Stage and the penalties incurred for each automobile. Results showing all automobiles together shall not be published.
- (b) Details regarding the result of each Special Stage, as well as any penalty, including penalty for lateness or early arrival at a Time Control, shall be published at the same time as the results.
- (c) Results shall become official only at the end of the Event, and in accordance with (e) and (f) below.
- (d) The Supplementary Regulations shall specify the place and time where the official results shall be posted. Should publication of the results be delayed, the new time of publication shall be indicated.
- (e) No official results may be posted or distributed without having been approved by the Stewards.
- (f) Results shall become final 30 minutes after posting, subject to no protest being received.
- (g) The allocation of points towards each Cup, **and Awards listed in 18.4**, is the responsibility of Motorsport Australia Administration. An Event Organiser may make a preliminary allocation of points for promotional purposes only. This allocation shall not be considered to form part of the results.

#### 16. FINAL CONTROL

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

## 17. TRAFFIC AND REPAIRS (SERVICING)

### 17.1 GENERAL CONDITIONS:

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

### 17.2 DEFINITION OF PROHIBITED SERVICE:

- (a) Prohibited service includes:
  - (i) The use or receipt by a Crew of a manufactured material (solid or liquid other than drinking water supplied by the Organiser), spare part, tool or equipment other than one carried in a competing automobile.
  - (ii) The presence of a member of the team or a team automobile within one kilometre of its competing automobile on a road section, except:
    - (A) In a Service Park, or where specifically permitted by means of a Bulletin; or
    - (B) In a Special Stage (from the yellow sign at the beginning of the Time Control to the beige board at the Stop Point at the end of the Special Stage).
 

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

- (e) Each Service Crew shall at all times be subject to the provisions of Art. 4.4 of the NRC (Events General).
  - (i) If the Service Park is followed by a liaison section, an automobile may be booked out of the Service Park early without penalty.
- (f) The use by a Competitor of any outside assistance to check the condition of a road on a Special Stage is prohibited.
- (g) Throughout the entire event, each Crew shall observe the traffic laws of the State in which the Event is being run. Where a Crew does not comply with these traffic laws it shall be subject to the penalties noted in NRC.

### 17.3 Refuelling

- (a) An Event Organiser may submit, to Motorsport Australia for approval, refuelling regulations specific to an Event based on the recommendations/approval of Local Authorities (such as Fire Authorities) in accordance with their requirements. Each submission in this case must include a Risk Assessment. Approved refuelling regulations must then be included in the Event Supplementary Regulations.
- (b) Where an Event Organiser has not received the approval of Motorsport Australia for specific Event refuelling regulations the following will apply:
  - (i) A Competitor may refuel only in the refuel zone designated by the Organiser in the road book, except as detailed under Article 16.1(c). Alternatively, each Competitor using pump fuel may also refuel from a pump at a filling station if marked in the road-book.
  - (ii) The refuel zone entry/exit shall be marked by a blue fuel can symbol.
  - (iii) Fuel shall be stored in the refuel area during the operation of the Service Park.
  - (iv) Decanting of fuel between containers shall only be done within a refuel zone or a bunted storage area.
  - (v) Action inside a refuelling zone not directly involved in the refuelling of the competing automobile is prohibited.
  - (vi) In each refuelling zone, a 5 km/h speed limit shall apply.
  - (vii) It is recommended that each Service Crew member wears fire-resistant clothing, gloves, covered footwear and goggles.
  - (viii) The responsibility for refuelling is incumbent on the Crew alone and must be done in a manner which ensures that no fuel is spilt.
  - (ix) Each automobile's engine shall be switched off throughout the refuelling operation.
  - (x) Solely for the purpose of assisting with the refuelling procedure for their automobile, a maximum of two (2) team members of each Crew may access this zone.
  - (xi) It is recommended that the Crew remains outside the automobile during refuelling however, should they remain inside, each safety belt must be unfastened.
  - (xii) In the event of a breakdown, the automobile concerned may be pushed out of the zone by Crew Members, Officials and Team Members without incurring any penalty.
  - (xiii) Any breach of the refuel regulations shall be reported to the Stewards for consideration of disqualification or other penalty.
- (c) Remote Refuel locations may be used by the event organiser where the distance to be travelled back to the main service area is too great for the competing vehicles. A minimum of 5 minutes will be allowed for in the liaison for refuelling, plus an additional 3 minutes for tyre marking if the event allows for the changing of tyres in the Supplementary Regulations.

### 17.4 REMOTE SERVICE ZONES

- (a) Each Event Organiser may make provision for the use of Remote Service Zones in order to extend the distance between central services.
- (b) Each Remote Service Zone shall:
  - (i) Have a Time Control at their entrance and exit;
  - (ii) Be scheduled for a maximum of 15 minutes for any one automobile;

- (iii) Allow for the changing of tyres **and fitting of spot lights for night stages**, supplied from a Service Vehicle, and any service using equipment & parts as listed in Article 16.4(d);
  - (iv) Incorporate a tyre marking zone after the exit Time Control; and
  - (v) Admit only authorised team personnel, the Event Officials and Media with appropriate passes.
- (c) When a service vehicle enters a Remote Service Zone it shall do so as directed by the Officials in charge and shall vacate the zone immediately after departure of the last automobile that they are servicing. No competing automobile shall be parked alongside its service vehicle.
  - (d) Except for the use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools, and oils and fluids for replenishment. The team personnel may use only equipment or parts and tools carried on board the competing automobile. Tools may be battery operated. There shall be no restriction on the use of personal protective equipment or any item generally recognised as necessary to carry out a service procedure in a safe manner.
  - (e) A Remote Service Zone is strictly a no smoking area and refuelling within this area is prohibited. The Organiser may establish a Refuel Zone at the exit from the Remote Service Zone.
  - (f) Each zone shall be scheduled so that the same team personnel can attend each zone as well as the Service Park. Instructions on a recommended route shall be provided.

## 18. DUAL/MULTIPLE STATUSEVENTS

- (a) Where an ARCCup Event includes another competition (e.g. State Championship), the following conditions shall apply:
  - (i) Where there is a limit on the number of starters, preference shall be given to ARCCup Competitors.
  - (ii) Each automobile shall comply with the advertising requirements for the ARCCup (with the exception of control tyre stickers). In the case of a FIA International Event, where there is a conflict between the Event Regulations and these Regulations, the Event Regulations shall take precedence.

## 19. AWARDS

### 19.1 GENERAL CONDITIONS

- (a) ARCCup Awards shall be made to the Driver and Co-driver of the respective titles of:
  - (i) Motorsport Australia Rally Cup Champion Driver and Motorsport Australia Rally Cup Champion Co-driver;
  - (ii) Motorsport Australia Rally Manufacturers' Cup
- (b) **To break a tie, the higher outright placings in each Event for the Championship shall be used to determine the winner.** If Event placings are equal, then the most stage wins shall be used if the need arises to break the tie in accordance with the provisions of Article 4 of the General Conditions for All Titles of the Motorsport Australia Manual.
- (c) **For the 2020 Australian Rally Cup, the event will be classified as an Endurance Event.**  
Endurance Event points shall be allocated as follows:
  - (i) 40, 34, 30, 26, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 for Outright places first to twentieth for each round.

### 19.2 CATEGORIES

- (a) Motorsport Australia Rally Cup Driver and Co-Driver:
  - (i) The Driver and Co-driver attaining the highest point score amongst those Competitors driving an eligible automobile shall be awarded the Motorsport Australia Rally Cup.
  - (ii) The Driver and Co-driver with the most Stage wins amongst all eligible automobiles over all of the Stages of each event (excluding any times allocated under NRC Article 6.9) shall be allocated one additional point. If the number of Stage wins is equal, then the fastest time obtained on the first Special Stage (not being a Super Special stage) shall

be used to break the tie. If this time is equal, then each subsequent Stage shall be taken into account until the tie is broken.

- (b) Motorsport Australia Rally Manufacturers' Cup:
  - (i) The Motorsport Australia Rally Manufacturers' Cup shall comprise each Event in the ARCCup. Every point scored by each registered Manufacturer shall be counted in determining the Champion.
  - (ii) An eligible automobile will comply with the following:
    - (A) The Manufacturer (including an importer or distributor) is registered for the Championship in accordance with Article 5;
    - (B) The Driver meets the criteria as shown in Article 4(a) and (b);
    - (C) The automobile complies with the ARC Technical Regulations; and
    - (D) Is an automobile which has the same Manufacturer for the bodyshell and the engine.
  - (iii) Points shall be allocated to the two highest placed automobiles from each registered Manufacturer. The Manufacturer of the automobile shall be determined by the original Manufacturer of the bodyshell. Each other automobile shall be disregarded for the allocation of Manufacturer Championship points.
  - (iv) Endurance Event points shall be allocated as 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for places first to tenth for each round.

### 19.3 CLASS AWARDS

No class awards shall be made.

### 19.4 OTHER AWARDS

The following awards will be presented to both the Driver and Co-driver, if eligible, at each event.

	<b>Award</b>	<b>Eligibility</b>	<b>Participation Requirement</b>
	<b>ARCCup 2WD</b>	<b>Any two-wheel drive vehicle.</b>	
	<b>Hoosier Challenge</b>	<b>As vehicles except R5 and AP4 vehicles.</b>	<b>Each State to host a round of the Challenge.</b>
	<b>ARCCup TEAMS CUP</b>	<b>All ARC Registered Competitors, except those who receive Manufacturer support.</b>	<b>Teams of 3 Crew nominated before the end of documentation, with the best 2 results to count per Event.</b>

### 19.5 ELIGIBILITY FOR AWARDS COVERED IN 18.4

- (a) Each driver must be registered for the ARCCup, and meet the Participation Requirements as per 18.4.
- (b) The ARCCup Teams Cup will be run at the ARCCup. Each Team will consist of 3 cars with the highest 2 cars to score points at each round. Each Team must register by the close of documentation via the approved entry form supplied. The winning Team will be deemed to have the highest point score at the conclusion of each round and at the end of season.

### 19.6 AWARD NOMINATION

- (a) Nomination is automatic for ARCCup, ARCCup 2WD.

- (b) The ARCCup Teams Cup Managers will nominate their Competitors for the ARCCup Teams Cup by the end of documentation at each Event. The 3 Competitors who compete for a Team may change between different rounds of the ARCCup.
- (c) Competitors will need to nominate for Hoosier Challenge with the ARC Manager [acoppin@motorsport.org.au](mailto:acoppin@motorsport.org.au) prior to your Event.

#### 19.7 POINT SCORING

- (a) Points to be allocated in alignment with Article 18.1.
- (b) To be eligible for the Hoosier Challenge in your state, you must nominate the round via the ARC Manager [acoppin@motorsport.org.au](mailto:acoppin@motorsport.org.au) prior to competition.
- (c) Points for the ARCCup Teams Cup will be the same as Article 18.1 (c), with the team with the highest number of points being declared the winner.

#### 19.8 TYRES

- (a) Hoosier Tyres must be used as per Part 2 Technical Regulations article 4. Hoosier Tyres must be used in the Hoosier Challenge.

#### 19.9 PRIZES

- (a) The highest point's scorer in each category at the completion of the final round will be declared the winner.

#### 19.10 EVENT RESULTS AND AWARDS

- (a) Overall results will be issued. Separate results will also be published for ARCCup and State competitions.
- (b) For each ARCCup Round the following awards are the minimum which shall be presented (where applicable):
  - (i) 1st, 2nd, 3rd ARCCup Outright, Driver/Co-driver; and
  - (ii) 1st Manufacturer, and
  - (iii) 1st, 2nd, 3rd ARCCup 2WD Outright, Driver/Co-driver, and
  - (iv) 1st Hoosier Challenge Outright, Driver/Co-driver, and
  - (v) 1st ARCCup Teams Cup (one trophy for the Team)
- (c) The Driver and Co-driver with the most Stage wins over the round shall be allocated one additional point.

### 19. CEREMONIAL FINISH

- (a) Following each Event, a Ceremonial Finish shall take place either on the finish ramp or a dedicated podium area.
- (b) The Organiser shall make provision in the Event schedule for the Ceremonial Finish to present the awards to each relevant Driver and Co-driver/Navigator in each of the various competitions based on the results available at that time.
- (c) **Sponsor hats / caps will be supplied by the ARC Manager to be used in all podium appearances of ARCCup, ARCCup 2WD and Hoosier Challenge outright winners.**

### 20. MEDIA COMMITMENTS

- (a) A Crew may be required to attend one or more media commitments, the time & location of which shall be specified by Bulletin/Communique. **In addition, Events are encouraged to include Media Zones prior to Regroups at their Events.**
- (b) Each Crew is reminded of their obligation to Sponsors of the Event and should present themselves accordingly.

## **21. ADMINISTRATION**

### **21.1 RADIOS**

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

### **21.2 ENTRIES**

(a) No amendment may be made to the entry form except as follows:

- (i) A Crew change may be made up to the end of pre-Event documentation and, in the case of force majeure, at the discretion of the Stewards prior to the publication of the Start List. This may result in a re-seeding of an entry;
- (ii) A Competitor may replace the automobile declared on the Entry Form by another up to that automobile's nominated closing time for pre-Event Scrutiny; and/or
- (iii) If, when scrutineered, an automobile does not correspond in its presentation to the Technical Regulations of the Group and/or Class in which it was entered, this automobile may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class only upon the decision of the Stewards.

### **21.3 BULLETINS**

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



## 22. MEDIA BROADCAST POLICY AND COPYRIGHT

- (a) It is a condition of entry, that any vision taken by a Competitor from a competing automobile using an in-car video or moving film camera shall not be used for commercial use without the specific approval of the ARCCup Manager. Any vision taken in this manner may only be used for a private purpose.
- (b) Any such vision shall be made immediately available to the ARCCup Manager on request who shall be able to use such video, film and moving images for their own purpose and commercial gain without any payment or encumbrance.
- (c) **No Media, Competitor, person associated with a Competitor or Team Member is permitted to *broadcast live* from the Event, or any part of the Event or Competition, on any format without the permission of the ARC Manager.**
- (d) Channel 10 is currently the official broadcaster of the Motorsport Australia Rally Cup and together with Motorsport Australia hold all rights to all video action at the event. This is to protect the IP of the championship, protect the value of these rights, including protecting the future value of these rights to any potential new partners in the years ahead. It's also important we promote a consistent brand.

The below table outlines the key areas to note regarding use of video content, including live streaming. Please remember that broadcasting is a very wide and all-encompassing term.

Body	Video productions	Live streaming	Posts/reports /articles	Photo/ story coverage
	Typical Format			
	TV, Community TV, Facebook, Instagram, Twitter, YouTube etc	Facebook, Twitter private websites etc	Facebook, Twitter, Private or Club Websites, Print Media	Website/social media photo posts
Competitor, Team or Manufacturer	On stage action/onboards can be used only with prior written approval from Motorsport Australia. Sharing of vision ARC produced encouraged	No No live streaming can be carried out on stage or in transport. Service park live streams require written approval	Yes	Yes
Individual competitor	On stage action/onboard camera vision can be used only with prior approval from Motorsport Australia. Service park videos do not require approval	Not permitted No live streaming can be carried out on stage or in transport. Service Park live streams require approval in writing prior to the event	Yes	Yes
Event organiser	Yes Motorsport Australia will provide selected watermarked video content Video captured by external contractors cannot be commercialised, watermarked or sponsored without Motorsport Australia's consent and written approval	Only event-based streams acceptable, eg. A street party or service park stream – but no on-stage action at any point	Yes	Yes
Non-host broadcaster (all media except for	No Limited on-stage highlights may be	No	Yes	Yes

ARCup contracted media or Channel 10)	provided for editorial use only			
Logo Use	Not without written approval from Motorsport Australia	Not without written approval from Motorsport Australia	Not without written approval from Motorsport Australia	Not without written approval from Motorsport Australia
Drones - all (media/teams/competitors etc.)	Drones are not to be used without prior written consent from Motorsport Australia and any drone operator must appear on the event permit. There are strict CASA regulations around the use of drones and these will be enforced			

## APPENDIX A

### ADVERTISING REQUIREMENTS

The following advertising is required for each automobile competing in the ARCup (the only variations are those listed in the Notes below; diagram is not to scale):

#### 1. AREA A / DOOR PANEL

One (1) door panel (each side), total size each 670mm wide by 170mm high, including Area B and a 10mm white surround between the number and the Door Panel / Organiser's Sponsor Signage).

Note: Where the logo, name or image of a "conflicting" Manufacturer is included in such signage, Manufacturer teams may choose not to carry such signage upon payment of a fee of \$660.

#### 2. AREA B / COMPETITION NUMBERS

Matte black competition number box at the front of the panel. Numerals shall be fluorescent yellow (PMS 803), 140mm high and with a stroke width of 20mm.

#### 3. AREA C / ARC REQUIREMENT

Each automobile shall be required have an area 470mm wide x 100mm high, immediately below Area A, both sides of the vehicle.

#### 4. AREA D / EVENT SPONSOR PANEL

Each automobile shall be required have an area 200mm wide x 380mm high, immediately below Area B, both sides of the vehicle.

#### 5. AREA E / MOTORSPORT AUSTRALIA LOGO

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

#### 6. AREA F / REAR QUARTER PANEL (1 ARC, 1 EVENT)

Each automobile shall be required two areas on rear quarter panel above body line (if possible), an area 200mm wide x 80mm high, both sides of the vehicle.

#### 7. AREA G / WINDSCREEN STRIP

Competitors nominated in the Event Supplementary Regulations shall be required to display a windscreen strip 70mm high which may be placed directly underneath existing windscreen signage.

## 8. AREA H / WINDSCREEN NUMBER

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

## 9. AREA I / FRONT AND REAR

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

## 10. AREA J / ARC

**Each automobile shall be required one area on the lower edge of the rear window, 300mm wide x 200mm high, subject to State Legislation.**

## 11. SIDE WINDOW NUMBERS

Numbers for each rear side window which shall be 200mm high with a stroke width of 25mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the Crew's Names.

## 12. CREW NAMES

The recommended font for all numbers is 'Impact' as this is a narrow font which fits the side windows better and leaves more room for Crew Names.

## 13. ROOF PLATE (AT THE DISCRETION OF EACH EVENT ORGANISER) / NOT SHOWN IN DIAGRAM

Total size: 400mm high x 500mm wide.

### 13.1 B1 – Forward Roof Plate.

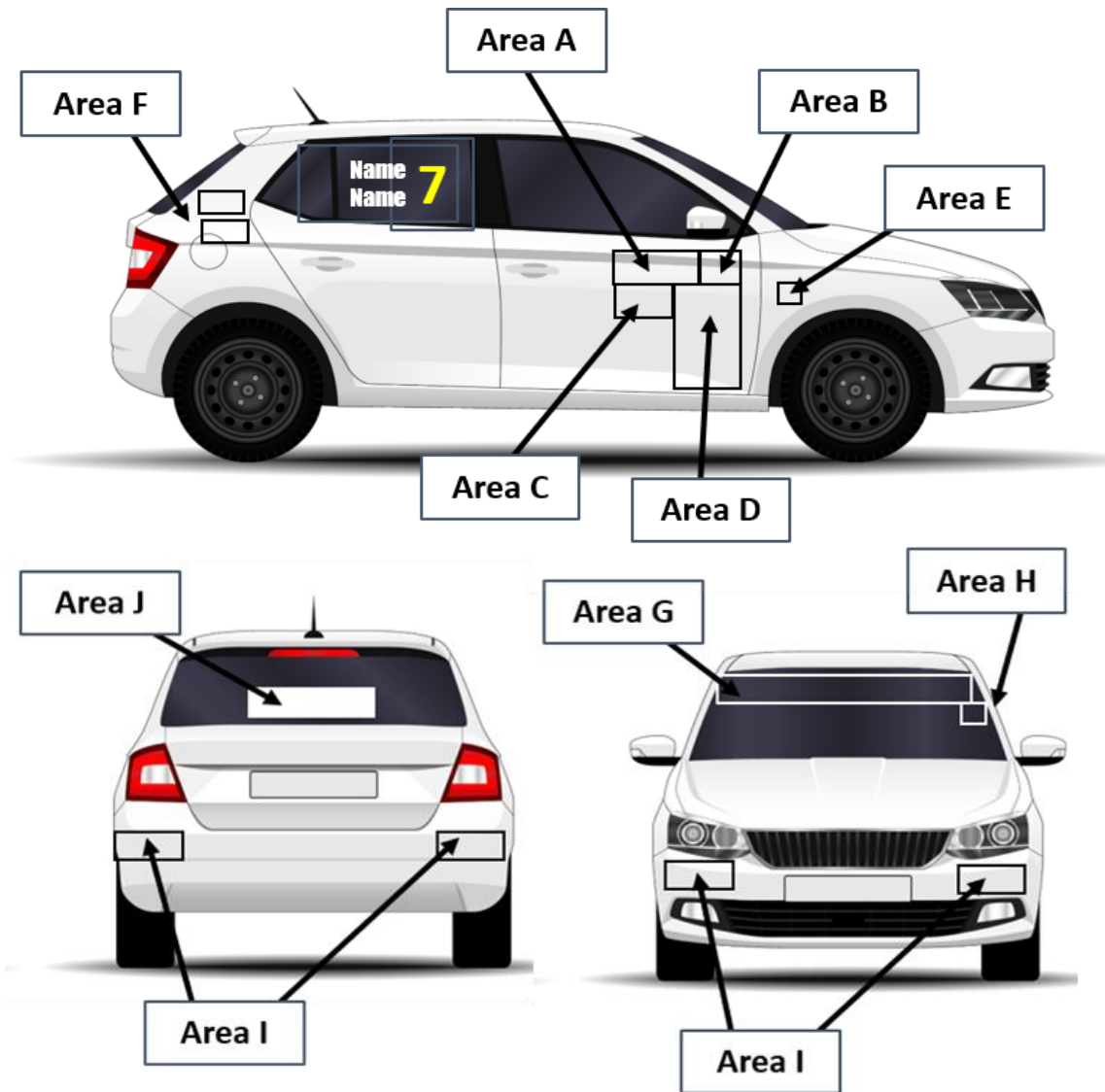
- (a) The upper portion of text is to be placed toward the front of the automobile (i.e., be able to be read normally when viewed from the rear of the automobile).
- (b) Size: 140mm high x 500mm wide.

### 13.2 B2 – Number Background

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

## 14. NOTES

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



# PART 2 – TECHNICAL REGULATIONS

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## 1. VEHICLE ELIGIBILITY

### 1.1 CATEGORY REGULATIONS

To be eligible for the Australian Rally Cup, the Crew shall compete in an automobile complying with the following:

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

### 1.2 ENGINE BLOCK AND BODY SHELL

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

## 2. CREW NAMES

Each ARCCup Competitor is required to comply with the following requirements.

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

## 3. FUEL

- (a) Only Commercial Fuel & Unleaded Racing Fuel as defined by Scheduled G of the Motorsport Australia Manual is permitted. Where a specific rally group is further restricted to a defined fuel in the Regulations that restriction also applies. Leaded Racing Fuel is not permitted.
- (b) Fuel testing shall be carried out at the discretion of the ARCCup Technical Delegate.
- (c) Any Competitor &/or Driver found to be in breach of the Fuel Regulations shall face disciplinary action, which may entail a penalty as high as a suspension of the Motorsport Australia competition licences of all parties involved together with a monetary fine, and shall in all cases automatically result in their disqualification from the Event in question. A second offence in the same Championship year shall entail a penalty of a further suspension of the Motorsport Australia Competition licences of all parties involved together with a monetary fine.
- (d) **Vehicles are required to be able to make the distance between refuels at Events, which is based on fuel usage of 1.3km/litre on Special Stages & 4.5km/litre on Liaisons with 55 litres of fuel available.**

## 4. TYRES

- (a) Control Tyres shall be supplied by Hoosier Tire Australia Pty Ltd.

- (b) Each automobile entered in the ARCCup (incl. Invitational) section of an Event, using 13 or 15 inch wheel diameter , is required to use Control Tyres.
  - (i) There will be only one tyre pattern and compound available for use as provided by Hoosier.
- (c) For an automobile with a wheel diameter size:
  - (i) below 13 inch and above 15 inch, the make and type of tyres is free.
  - (ii) of 14 inch the permitted tyre must be approved by the ARC Manager – Competition.
- (d) The use of any of the Control Tyres is subject to availability and Motorsport Australia reserves the right to limit the use of any particular pattern/compound for an individual rally.
- (e) Note that under Schedule E - Wheels and Tyres of the Motorsport Australia Manual Article 4, a Control Tyre is the tyre specified for a particular Group, Class, Competition etc. and shall not be modified other than by the reduction of tread depth.
- (f) Each ARCCup Crew is limited to the use of a maximum number of 16 tyres for the Endurance Event.
- (g) This number may be amended for selected Events and any change to the maximum number shall be advised in Event Supplementary Regulations or by Bulletin.
- (h) Exemptions to the number of tyres allowed shall be made for additional tyres used on Super Special Stages which may be any Control Tyre meeting the requirements of the Event Supplementary Regulations and ARCCup Technical Regulations Article 4(l).
- (i) Each additional tyre over those specified in ARCCup Technical Regulations Article 4(f) may be used but shall result in a penalty of two minutes per tyre in excess of the maximum permitted. If a Crew is directed by a Scrutineer to replace a tyre for safety reasons, such replacement shall also result in a penalty of two minutes per tyre if the maximum number of tyres is exceeded.
- (j) Each Control Tyre will be fitted with barcodes and each tyre fitted to, and carried in, the automobile shall be marked/checked at the exit of each service and may be checked at any other time by Event Officials.
- (k) Once recorded at an Event, a tyre may not be substituted for another tyre except for marked/checked tyres (maximum 2 if carried in the competing automobile at the same time) which have not been used at that round (e.g., unused spares), which may be removed from the list of tyres for a particular automobile at the first Service in the final Heat/Leg by arrangement with the ARC Technical Delegate.
- (l) At all times when leaving the Start of a Heat/Leg or any Service Park the tread depth of the tyres fitted to a competing automobile shall not be less than 3mm over at least 75% of the tread pattern.
- (m) At each tyre marking/checking location a team representative must hand to the tyre marking team leader a tyre declaration form filled out fully and signed. These tyre declarations shall be supplied by the Scrutineers &/or Technical Delegate at each Event.
- (n) Each Competitor is responsible for ensuring that tyre markings are not removed in any cleaning process during the running of the Event.
- (o) The maximum penalty for deliberately misrepresenting the number of tyres used or willfully breaching the provisions of Article 4 shall be the loss of all points already scored in the current year together with a monetary fine. In the case of a registered Manufacturer, this shall apply to all automobiles from that Team.

## 5. SCRUTINY

- (a) Each automobile will have targeted scrutiny during each round. Events can put “Technical Zones” in their itinerary to check vehicles prior to the start of the round and after the last stage of the round.
- (b) The maximum penalty for deliberately competing in an illegal automobile shall be the loss of all points already scored in the current year together with a monetary fine. In the case of a Registered Manufacturer, this shall apply to all automobiles from that Team.
- (c) Documentation verification must be completed online prior to arriving at the event unless for exceptional reasons, recognised as such by the Stewards.
- (d) If, during Scrutiny, an automobile is found not to comply with Technical and/or Safety Regulations, the Stewards may set a deadline before which the automobile must be made to comply. Any

Competitor who fails to meet automobile re-presentation requirements as directed shall be refused permission to start the Event.

- (e) Should there be any doubt as to the conformity of an automobile with the Technical Regulations, either after pre-Event Scrutiny, at the start or during the running of the Event, the Stewards may, following a report from the Chief Scrutineer, issue a formal warning to the Competitor and set a deadline by which the automobile must be made to conform. Any automobile which does not comply shall be refused to start or shall be excluded.
- (f) The scrutineering carried out before the start shall be of a general nature (checking of licences, registration, make and model of automobile, apparent conformity of the automobile with the group in which it is entered, essential safety items, etc.).
- (g) Each Organiser must make provision for the checking, compulsory marking and sealing of the restrictor/s and turbocharger/s for each relevant automobile.
  - (i) Each Competitor concerned shall be summoned individually to present their automobile/s and any spare restrictor/turbocharger assemblies which they may deem necessary. Each turbocharger must be presented cold and already drilled for sealing as per the Turbocharger Sealing Requirements shown in the NRC (e.g., a metal wire allowing a seal to be applied must be in place).
  - (ii) The competition automobile does not need to be present at Turbo Scrutiny.
  - (iii) Only those assemblies which have been sealed may be used during the Event. The Chief Scrutineer must be informed of any substitution throughout the Event.
  - (iv) It is compulsory to submit any replaced assemblies to the Chief Scrutineer.
  - (v) If it is noted at any time during the Event that an assembly has not been submitted or that one which has not been checked has been used, the automobile shall be excluded from the Event.
- (h) Additional checking may be carried out at any time during the Event, of the Crew Members as well as of the automobile. The Competitor is responsible for the technical conformity of the automobile throughout the entire duration of the Event, under pain of any penalties pronounced by the Stewards.
- (i) Post-Event Scrutiny may involve the dismantling of an automobile and/or its components for detailed inspection.
- (j) Vehicles for post-Event Scrutiny shall be:
  - (i) 1st place in the general classification and two other automobiles chosen by the Stewards;
  - (ii) Each other automobile selected at the absolute discretion of the Stewards;
  - (iii) Each automobile required to be examined following a protest which must be lodged within 30 minutes of the last finisher in the relevant part of the Event completing their competition; and
  - (iv) Each automobile required to be examined following a decision of the Clerk of the Course.
- (k) Each automobile required for post-Event Scrutiny must be accompanied by the relevant homologation papers, recognition documents or workshop manual under payment of any penalties imposed by the Stewards. Each item to be examined at post-Event Scrutiny shall be as approved by the Stewards.
- (l) After the completion of each round, each selected automobile may be subject to Scrutiny.
- (m) Once an automobile has been released from parc fermé at the finish of the Event, it may not be recalled for inspection.
- (n) The Stewards may request additional checks and/or additional automobiles to be checked.
- (o) Should identification marks be affixed, it is the responsibility of the Crew alone to see that these are protected until the end of the Event. Should they be missing, the automobile shall be excluded from the Event immediately.

## 6. VEHICLE WEIGHTS

- (a) **Vehicle weights will be applied in accordance with the following:**

- (i) Each FIA recognised vehicle will be required to comply with the relevant FIA Technical Regulations (i.e. R5)
- (ii) Each Motorsport Australia classified vehicle will be required to comply with the relevant Technical Regulations (i.e. AP4, G4, PRC) except for Production Rally Car (PRC) Class P5.
- (iii) For each Production Rally Car (PRC) Class P5 the minimum weight of the competing vehicle shall be 1390kg under the conditions set out below:
  - (A) The competing vehicle weight is the weight of the vehicle, as per the relevant PRC regulations (min. 1230kg), as it competes with the crew on-board (driver + co-driver with their safety equipment) and one spare wheel (+160kg) – therefore a total minimum weight of 1390kg.
  - (B) When two spare wheels are carried in the car, the second spare wheel must be removed before weighing.
  - (C) At no time during the competition may a car weigh less than this minimum weight.
  - (D) The use of ballast is permitted under the conditions provided for in the relevant PRC regulations.