



2026
AUTO DIVISION
SUPPLEMENTARY
REGULATIONS



1: EVENT ORGANISATION

1.1: DESCRIPTION

The Sunraysia Safari Cross Country Rally (hereafter referred to as “the Event”) is a **Club Cross Country Rally**, which will be based in Wentworth, and conducted over a variety of public and private roads in New South Wales on September 9, 10, 11 and 12, 2026. The Event shall consist of 4 days (legs), and each of the 4 legs shall comprise competitive “Selective” sections, linked by non-competitive “Road” (Transport) sections.

1.2: AUTHORITY

The Event shall be held in accordance with the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of Motorsport Australia, the Motorsport Australia Cross Country Rally Standing Sporting and Technical Regulations, the Motorsport Australia Rally Regularity Standing Regulations (Regularity Division only), these Supplementary Regulations, the Further Regulations, and any other Bulletins and Regulations that may be issued.

This Event will be conducted under and in accordance with Motorsport Australia’s Occupational Health and Safety Policy, Integrity Policies, Legal Policies, Risk Management Policies, Safety 1st Framework and any other relevant Policy

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The Motorsport Australia Permit Number authorising the Event is 226/1209/01 which will be displayed on the official Notice Board at the Event.

1.3: PROMOTER

The Event shall be Promoted and Organised by Rally Management Australia Pty. Ltd.
ABN 48 128 198 756

27 Stonecutters Rd Portsea 3944

email: sunraysiasafari@tbms.net

1.4: KEY EVENT OFFICIALS:

ORGANISING TEAM:

- Event Director/Clerk of the Course: Troy Bennett 9898037
- Event Secretary: Hannah Holloway 9883138
AJ Dyka 1020360
- Safety Officer: TBA
- Chief Scrutineer: Alan Pickstock 883664
- Competitor Relations Officer (CRO): Brendon Gledhill 1900456
- Medical Co-ordinator: Dr Matthew Mc Partlin
- Communications Co-ordinator: Ray Hill, RFS
- Remote Refuel Manager: Jan O'Connor
- HQ/Overnight Stop Manager: Anne Le Huray 23001855

MOTORSPORT AUSTRALIA OFFICIALS:

- Event Checkers: Chris Milne 1060933
- Motorsport Australia Steward: Les Shadwick 1072248

• 2: PROGRAM:

- Entries Open: Upon Publication of these Regulations
- Entries Close: Friday July 18, 2026, at 17:00 AEST
- Compulsory Crew Briefing: Monday September 7, 18:00, Coomealla Club
- Documentation: Tuesday September 8, from 9:00-13:00 Rally HQ
- Scrutineering: Tuesday September 8, from 9:00-14:00 Rally HQ
- Safari "Show 'n Shine": Tuesday September 8, from 15:00-19:00 Rally HQ
- Leg One: Wednesday September 9
- Leg Two: Thursday September 10
- Leg Three: Friday September 11
- Leg Four: Saturday September 12
- Event Presentation Function: Saturday September 12, 19:00, Venue TBA

2.2: EVENT HEADQUARTERS/OVERNIGHT STOP LOCATION:

The Event Headquarters, and Official Overnight Stop location will be located at the Wentworth Showgrounds, Armstrong Ave Wentworth. Camping is available free of charge from Monday September 7 to Sunday September 13 inclusive. ***Please note that camping/setting up servicing areas prior to Monday September 7 is forbidden, and the Wentworth Shire may impose fines/charges to anyone attempting to do so.*** Once scrutineered, all competitive vehicles will be required to remain within the Showgrounds overnight in “impound” conditions i.e. repairs and preparation may be undertaken, but the vehicle ***cannot leave the Showgrounds without the express permission of the Event Director, and/or Chief Scrutineer.*** Showers and toilets are available, along with catering (see below).

Competitors may choose to stay elsewhere (provided their competition vehicle remains in the Wentworth Showgrounds), and the Wentworth Tourism centre are eager to assist you with finding suitable accommodation for you, including potential discounts and special offers. You can contact www.visitwentworth.com.au or call the Wentworth Visitor Centre direct on 03 5027 5080.

2.3: CATERING

For those who have booked a meal package prior to the Event, food will be available at the Event Headquarters each morning and evening, and lunch will be available at each of the service locations for 4 legs of the Rally. We have partnered with local community groups, who will be providing the meals as part of their fund-raising activities, so please support them as much as you can through the purchase of the catering packages. ***Please note that due to the remote locations of the lunch time services, no other food is available at those locations, and all meals must be pre-purchased prior to the Event.*** This is due to the groups needing to know numbers for catering purposes, but also as they’d prefer not to handle any money on the day. So, if you’d like to have your meals provided for you (who wouldn’t!!), please choose one of the following options:

- **Full Catering package per person (4x Breakfast, 4x Lunches, 3x Dinners): \$350**
- **Breakfast and Dinners only: \$230**
- **Lunches only: \$120**

Note: The Presentation Function will be held on the Saturday evening of the Event (September 12), so no meals will be available at the Overnight stop that night.

Competitors receive a ticket each for the function as part of the Entry Fee, and other tickets may be purchased for the function for Service Crews, family, supporters etc. at a cost of \$60 each, which includes a three-course dinner. Tickets must be pre-purchased, and you may do so either through the official Entry Form, or at Event Documentation on September 3 (assuming tickets have not sold out by then). Tickets will not be available after September 9. Please note that due to the size of the Event, tickets will be strictly limited due to the size of available venues.

Also please note that food will not be available for sale to anyone at the Overnight Stop, or Lunchtime stop locations. You must pre-book a meal package. No exceptions.

2.4: AMENDMENTS TO THE REGULATIONS

The Official Notice Board will be located at the Event Headquarters, Wentworth Showgrounds. Any Bulletins and amendments will be posted there, and it the Competitor's and Crews responsibility to check the Notice Board for information.

3.1: PROTESTS

Protests (if any) must be lodged in accordance with the provisions of the NCR.

3.2: INTEGRITY

Smoking (including e-cigarettes and "vaping") and any naked flame is prohibited within 3 metres of any refuelling or defueling operation.

Motorsport Australia's National Integrity Framework and any associated policy (including the Australian Anti-Doping Policy. Motorsport Australia's Illicit Drugs in Sport (Safety Testing) Policy, the Motorsport Australia Alcohol Policy), apply to any activity authorised by Motorsport Australia as published at www.motorsport.org.au.

Any Participant including the holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol, any drug or other banned substance. In addition to any penalty imposed by Motorsport Australia, a further penalty/s may be applied by Sport Integrity Australia. Consumption of alcohol in any Reserved Area is prohibited until all Competition is concluded each day.

3.3: TRAFFIC INFRINGEMENTS

Competitors are reminded that as a Road Event, Competitors, Crews and their Service Crews (if applicable) will be travelling on public roads (Transport stages) in between the competitive "Selective" sections. Competitors, Crews and Service Crews must obey all relevant traffic laws, and failure to comply will result in Competitors being referred to the Event Stewards to issue a penalty at their discretion, up to disqualification from the Event.



Serious breaches may result in charges being laid against the Competitor for bringing the sport into disrepute. Competitors are reminded that they may be held responsible for the conduct of their Service Crews.

4.1: CREW ELIGIBILITY

In order to compete in the Outright Auto Division, Crews must hold a Motorsport Australia Rally Licence, or Rally Navigator licence, as a minimum. For Crews competing in the Rally Regularity Division, a Motorsport Australia Rally or Speed licence (including Single Event Speed licence) are acceptable. If a Co-Driver / Navigator holds a Motorsport Australia Junior Navigator or National Rally Navigator licence, they are not permitted to drive at any time during the Event. Any Crew Member wishing to drive in the Event must also hold a valid Australian Civil Driver's Licence.

There is a minimum of two Crew members per entry, with a maximum of three Crew members per entry allowed. Competitors may choose to swap the Crew in the vehicle on any given leg (subject to the appropriate licence requirements being met) if the vehicle is not designed to carry 3 people. If a swap is to occur, the specific Crew Members must be nominated to the Event Director by no later than 19:00 hours the night prior to the leg and cannot be swapped under any circumstances without the express permission of the Event Director.

Entries with two Crew members only may alternate roles within the car at any time, subject to the appropriate Civil and Motorsport Australia Competition licences being held.

In the circumstance that a crew member (of a two-crew entry only) is unable to continue in the Event (due to injury or illness or other exceptional conditions), a crew member from another vehicle that has already retired from the Event may be permitted to join that crew. Extenuating circumstances will need to be demonstrated, and this may only occur at the absolute discretion of the Event Director, and Motorsport Australia Stewards. The outright placing of the vehicle that the crew member is swapping into shall remain as the vehicle's placing, not the overall placing of the crew member that has swapped into the vehicle.

54 must be a member of a Motorsport Australia affiliated Car Club, and proof of membership will be required at Documentation.



4.2: APPAREL

During selective sections, all Crew members in the Outright Auto Division must wear apparel that is compliant with Schedule D of the Motorsport Australia Manual, as per Club Rally requirements, with the exception being a higher level of Flame-Retardant Overalls/Other Outerwear required for this Event. Crew members must wear Flame Retardant Overalls that complies with Category C. ***Please note that Frontal Head Restraints (FHR) are Mandatory.***

For Crew members in the Rally Regularity Division, apparel must comply with the Motorsport Australia Rally Regularity Standing Regulations section 3 (e), with the exception that the use of Flame-Retardant Overalls in log booked Rally Cars, and rally cars that are no longer compliant, is mandatory. Road registered “standard” (i.e. no modification to the cabin) vehicles need only meet the requirements as listed in section 3 (e). Note that approved helmets are mandatory, and if the vehicle has a roll cage and harness, the use of FHR is strongly advised.

4.3: COMPULSORY BRIEFING

There is a compulsory Briefing for all Competitors and Crew members, which will be held at 18:00 on Monday September 7, at the Coomealla Club, Silver City Hwy Dareton. At least one competing crew member, and member of their service crew must be present, and will be required to sign to verify attendance. A penalty of \$100 will be applied to any entry that is not in attendance, which will need to be paid to the Organisers prior to the Crew being allowed to start the Event. Non attendees must arrange a separate Briefing with the Clerk of the Course prior to the start of the Event.

4.4: ENTRY FEES

Entries open upon publication of these Regulations, and close at 17:00 on Friday July 17, 2026. Entries need to be made using the official Entry Form, and an entry will not be considered as accepted unless all information is supplied, the full fee has been paid, and Competitors and crew members have signed the Entry Form.

The Organisers reserve the right to reject any entry without giving a specific reason, in accordance with the NCR, and in such a case will refund the Entry Fee in full. Notification of such a refusal shall be sent to the Competitor in accordance with the NCR.

The Organiser reserves the right to postpone or stop the Event in accordance with the NCR or if fewer than 50 entries are received by the entry closing date. In the Event of “Force Majeure” or postponement, the Organiser may retain a levy of 25% of the Entry Fee for administrative expenses as per NCR 11.

The Entry Fee for the Outright Auto Division is \$4,000 AUD (inc. GST), and includes:

- Motorsport Australia levies and Insurance for Competitors and Crew members.

- Hire of Rally Safe unit, and unit insurance
- Provision of the Medical Intervention Team.
- 1 set of Route Instructions.
- 1 set of Service Crew Instructions.
- 2x Merchandise Pack (1 per Competitor).
- 2 Event Documentaries and Photo Albums (1 per Competitor).
- 2x Tickets to the Event Presentation Function (1 per Competitor).

The Entry fee for the Rally Regularity Division is \$3000 (inc. GST), and includes all of the items listed above.

NOTE: The fee for an additional crew member is \$550 (inc. GST) and entitles the crew member to all Event insurances (as per Motorsport Australia insurance provisions), 1 Merchandise Pack, 1 Ticket to the Event Presentation Function, and 1 Event Photo Album.

Additional Service Crew instructions may be purchased for \$30 per set, and ***must be ordered prior to Event Documentation on September 8.***

There is no charge for Service Crews, but all crew members must be signed on prior to the Event, in order to be covered by the event's insurance. It is NOT permitted to undertake work on any competitive vehicle unless you have signed on.

NOMINATIONS:

Competitors who have nominated to enter the Event prior to these regulations being published (and entries officially opening), and have paid the \$500 nomination fee, have a guaranteed entry until Friday May 22, 2026. If the completed entry form, and payment of the balance of the entry fee, haven't been submitted by May 22, the competitor is not guaranteed an entry in the Event, and entry will be in order of receipt from that point on. If the competitor does not submit their entry in time to gain an entry in the event due to oversubscription, they will be placed on a standby list along with any other entries submitted after the event is fully subscribed. Please note that the \$500 nomination fee is not refundable after May 22 if the competitor does not gain an entry to the Event.

The \$500 nomination fee is a deposit against the overall entry cost for the competitor, so it is to be deducted from the total balance owing by the competitor at the time of entry.

All nominations and entries will be submitted via the Sunraysia Safari website (www.sunraysiasafari.com.au), with Direct Deposit into the Organiser's Bank Account.

Bank BSB Number: 633 000

Account Number: 165 237 231

Account Name: Rally Management Australia Pty. Ltd.

(please ensure you include your name in the payee details so we can reconcile your entry)

4.5: CHANGE OF ENTRY DETAILS/WITHDRAWAL OF ENTRIES

Competitors may, subject to the approval of the Event Director, change any details relating to the vehicle prior to Event Documentation on September 8, 2026. Competitors may also, subject to the approval of the Event Director, change Crew Members at any time prior to Event Documentation on September 8, 2026.

If a Competitor elects to withdraw their entry, the following applies:

Withdrawal prior to close of entries (17:00 July 17, 2026): Full refund, less 10%

Withdrawal between 17:01 July 18, and August 1, 2026: Full refund less 50%

Withdrawal after August 1, 2026: Refund at discretion of Event Organisers

4.6: LATE ENTRIES

Entries received after 17:00 on July 17, 2026, may be accepted at the discretion of the Event Organisers. A late fee of \$300 will apply, and will be payable when the entry is submitted.

4.7: EVENT INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au.

Please note that in accidents resulting in damage to property, the Competitor will be required to pay the excess, or the cost of repairs, whichever is lesser. The Motorsport Australia Insurance excess is \$10,000.

4.8: PERSONAL INSURANCE

Competitors and crews are reminded that Personal Accident Insurance in excess of that covered under the Motorsport Australia Event Insurance, is the responsibility of the Competitor, Crews and Service Crew, or any additional individuals associated with the Event. It is highly advised that Competitors and crews take out additional insurance coverage. The Organisers will not be held liable for any costs incurred outside of the Motorsport Australia Insurance coverage.

4.9: AMBULANCE SUBSCRIPTION

It is a compulsory requirement of this Event that all Competitors and crew members are members of an Ambulance Subscription Scheme, and **evidence will be required at Documentation**. Competitors and crew members are advised to closely study the details of their policy if Ambulance Coverage is included in their Health Insurance, as it has been brought to the Organiser's attention that some policies do not provide total coverage, which would lead to the Competitor and crew members being liable for an additional Ambulance travel or transfers, beyond the handover from the Event Medical Staff to the State Ambulance Service. Don't get caught short!

4.10: VEHICLE INSURANCE

Vehicle Insurance (Third Party or Comprehensive) is entirely the responsibility of the Competitor. Please note the Motorsport Australia Insurance does not cover Third Party damage to another vehicle (i.e. if you run into it).

Competitors with a vehicle registered in Queensland are required to obtain, and produce at Documentation, a separate Third-Party extension document issued for vehicles competing in Motorsport Events. This document is readily available through insurers such as Suncorp.

5.1: VEHICLE ELIGIBILITY

OUTRIGHT AUTO DIVISION:

All vehicles must comply with current RMS provisions in respect to being operated on public roads. **PLEASE NOTE THESE REQUIREMENTS HAVE CHANGED FROM PREVIOUS YEARS, AND AS A RESULT, SOME VEHICLES THAT HAVE COMPETED IN THE PAST (SUCH AS BUGGIES AND TROPHY TRUCK STYLE OFF ROAD CLASS VEHICLES) ARE NOW INELIGIBLE TO GET AN UNREGISTERED VEHICLE PERMIT IN NSW, AND THEREFORE CANNOT ENTER.**

Vehicles will need to be fully road registered, or have an approved permit for driving on public roads, such as a valid Unregistered Vehicle Permit, a dedicated Rally Car registration scheme (such as the RP scheme in Victoria), or an approved vehicle modification registration. Depending on the state, you may also require a current Compulsory Third Party (CTP) Insurance policy, which will need to be presented at Documentation.

It is the Competitor's responsibility to ensure their vehicle meets one of these requirements, and is therefore legally able to be driven on public roads for the duration of the Event.

The Vehicle Identification Number (VIN) and Engine Number must be correctly shown on the specific registration/permit document. The chassis and/or engine may not be swapped during the Event.

All competing vehicles must have an FIA or Motorsport Australia Logbook, as per the NCR in the Motorsport Australia Manual. This logbook must be presented at Documentation and Scrutineering.

5.2: GENERAL REQUIREMENTS

Vehicles must comply with the Rally Standing Regulation (RSR) – Vehicles General (VG) of the Motorsport Australia Manual, the Motorsport Australia Cross Country Rally Technical Regulations, and the Motorsport Australia Rally Regularity Standing Regulations (Regularity Division only).

Note: The Motorsport Australia Technical Appendix can be found at <https://motorsport.org.au/regulations/manual/technical-appendix/>

The Motorsport Australia Rally Standing Regulation - Technical can be found at <https://motorsport.org.au/regulations/manual/rally/>

Seat belts must be fitted for all Crew Members and must be worn at all times when the vehicle is in motion. Failure by any Crew Member to do so may lead to disqualification. Seat belts must comply with the provisions of Schedule I for rallies (refer “Technical Appendix”). The mounting points, if not standard as supplied with the vehicle, must be to the satisfaction of the Chief Scrutineer.

A safety cage structure, complying with Schedule J (refer “Technical Appendix”) must be fitted. Protective padding must be fitted to the safety cage in accordance with the provisions of Schedule J article 11. Utility (pick-up) vehicles may replace the rear window (glass) with a suitable material, i.e. 1.5mm thick or clear material 3mm thick, which may be modified to allow the passing through of the rear braces for the safety cage. (may not be required for Rally Regularity vehicles depending on the specific circumstances)

One or more fire extinguisher/s complying with Schedule H (refer “Technical Appendix”) must be securely mounted within the passenger compartment and be readily accessible to all Crew Members. Refer Schedule H for full details of required fire extinguishers, including maintenance provisions (see “Technical Appendix”).

Two triangular warning signs with sides of at least 300mm in length must be carried in the vehicle at the start of the Event, for use when the vehicle is immobilised.

External rear view mirrors must be fitted to both sides of the vehicle, each with a reflective surface of at least 50 square centimetres. Subject to road traffic Regulations, for safety reasons it will be permitted to fit different and/or more robust external mirrors, but with only minimal alterations to the coachwork.

Mudflaps must be fitted behind each driving wheel. Standard mudflaps as originally fitted to the vehicle may be replaced or modified. If replaced, the mud flap must be of stout rubber or similar material at least 5mm thick, so as to mask the tyre completely when viewed from the rear of the vehicle. The lower edges of the mudflap must be not less than 50mm and no more than 100mm of the ground when the vehicle is stationary in a ready to-start (laden) condition. Hinged mudflaps are not permitted.

Towing points, which must be readily accessible and robust, must be fitted to front and rear of vehicle. Refer 2026 Rally Standing Regulations VG article 4.8 for guidelines.

A UHF radio (477 MHz) with duplex function, with time out function. During the Event, radio installation and performance checks may be made by the organisers, and radios which are not operating correctly will be required to be repaired or replaced before the vehicle can start the next Leg, except at the discretion of the Clerk of the Course.

Two red or amber dust lights must be fitted to the rear of the vehicle at a minimum height of 1.5 metres above the ground. Each must be of at least 21 watts minimum power and maximum 55 watts, and each must have a lens area of at least 60 sq. cm. They must be attached to the left and right rear of the vehicle, or for utilities, on or near the upper angles of the rear part of the cabin. These lights must be constantly switched on during the running of all selective sections and are recommended to be on during unsealed road sections.

PLEASE NOTE THAT BLUE COLOURED DUST LIGHTS (AS USED IN OFFROAD RACING) ARE NOT PERMITTED TO BE ILLUMINATED AT ANY TIME ON TRANSPORT/ROAD SECTIONS, AND THEREFORE MUST BE ON THEIR OWN ON/OFF SWITCH SEPARATE TO THE VEHICLE'S IGNITION OR OTHER ELECTRICAL SYSTEMS. IF THE BLUE LIGHTS CANNOT BE TURNED OFF WHILST THE VEHICLE IS OPERATING, IT WILL NOT BE PERMITTED TO PARTICIPATE IN THE EVENT.

Occupant's seats and their mountings are free, provided they comply with 2026 Rally Standing Regulations VG article 4.11 (see "Technical Appendix"). Seats must include a headrest. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat (where fitted). The limit relating to the front seat is formed by the height of the seatback without the headrest, and if the headrest is incorporated into the seat, by the rearmost point of the Drivers shoulders.

PLEASE NOTE THE AMENDMENTS PUBLISHED BY MOTORSPORT AUSTRALIA IN RELATION TO FUEL TANK FILLER NECK LOCATIONS, FUEL SYSTEMS AND ROLL OVER SHUT OFF VALVES. WHILST THESE REGULATIONS APPLY TO OFF ROAD VEHICLES, DEPENDING ON THE CONSTRUCTION OF OTHER RALLY VEHICLES (PARTICULARLY THOSE THAT DON'T USE THE ORIGINAL SPECIFICATION FUEL TANK AS PROVIDED BY THE OEM) THE FUEL TANK FILLING SYSTEM AND OTHER ELEMENTS MAY BE SUBJECT TO THESE REQUIREMENTS. IF YOU ARE UNSURE, PLEASE CONTACT THE EVENT DIRECTOR, AS VEHICLES THAT DON'T COMPLY WILL BE UNABLE TO START THE EVENT, WITH NO REFUND GIVEN. THE UPDATED REGULATIONS ARE AVAILABLE ON THE MOTORSPORT AUSTRALIA WEBSITE.

RALLY REGULARITY DIVISION:

Each Automobile must either be fully road registered, registered as part of a club/historic/rally permit scheme issued by a recognised State Registration authority (such as “H” plates in Victoria) or have a valid Unregistered Vehicle Permit issued by a recognised State Registration authority for the purpose of participation in a Rally. A Motorsport Australia Logbook is not required. An Automobile that has been issued a Motorsport Australia Logbook must present the Logbook at Scrutineering. Each vehicle shall comply with the following:

Seat Belts - Mandatory; The minimum seat belt requirement is a Lap Sash Belt for each occupant in the vehicle. Further information is also available in the Motorsport Australia Technical Appendix, Schedule I at <https://motorsport.org.au/regulations/manual/technical-appendix/> Where harnesses are used, they must be fully compliant and “in date”, and their mounting must also comply with Schedule I (Section 2) of the Motorsport Australia Manual.

Fire Extinguisher - Mandatory; Each Vehicle must be fitted with a fire extinguisher of at least 1kg meeting the following minimum standard compliant with AS1841.5 – ABE Powder which must be securely mounted inside the vehicle. Further information is also available in the Motorsport Australia Technical Appendix, Schedule H at <https://motorsport.org.au/regulations/manual/technical-appendix/> (III) (IV) (V) (VI) (VII)

Roll Over Protection (Safety/Roll Cage) - Not mandatory, but strongly recommended.

Mud Flaps - Mandatory; Mud flaps of stout material shall be fitted behind all driving wheels, and in the case of front wheel drive vehicles, behind all four wheels. They shall be no closer than 50mm to, and no further than 100mm from, the ground, shall mask the full width of the tyre when viewed from behind, and be within 300mm of the tyre;

Fire Wall - The Vehicle must be fitted with protection between engine and driver’s compartment to prevent the passage of flame; Exhaust Noise - The Vehicles exhaust must be configured such that the sound emitted when measured 30m from the road edge does not exceed 95dB(A) unless event regulations set a lower limit; (VIII)

Fuel Tank - The vehicle must have each fuel tank vented externally to the bodywork; (IX) (X) (XI) (XII) Fuel - use only pump commercially available fuel; Further information is also available in Motorsport Australia Technical Appendix, Schedule G at <https://motorsport.org.au/regulations/manual/technical-appendix/>

Windows - Vehicles shall be fitted with a laminated windscreen. Windows tinted with a film which complies with the state vehicle regulations in the relevant state may be used;

Phone Holder etc - Any component, equipment or device installed within an Automobile be secured with sufficient fixings to remain restrained under a deceleration or acceleration of 25g.

Air Bags - It is recommended that vehicles fitted with SRS air bags have the airbags disabled and/or removed. If an air bag is not disabled, then nothing shall be mounted in the path of deployment of the air bag (e.g. distance measuring or vehicle tracking devices). If disabled, a

decal to that effect (specific to that Event) shall be affixed to the Automobile adjacent to, or under, the Driver and Passenger windows (XIII)

Signs - Signs and advertising are permitted on vehicles, including crew names

Equipment- The following equipment must be carried within the vehicle- • Reflective Triangles – At least one reflective or fluorescent red warning triangle of metal or plastic material (sides at least 350mm in length) must be carried in the vehicle at all times while competing. Each triangle must be fitted securely and easily accessible by the crew, and must be displayed in cases where a stationary car could be a hazard to other road users (e.g., breakdown).

SOS/OK Signs – Each car is to carry at least one 'SOS/OK' sign. 'OK' shall be green or black, and 'SOS' shall be red. The sign may incorporate reflective materials.

Emergency Extraction – Each vehicle must carry a minimum of two tools designed for and capable of cutting a safety harness/seat belt and any other similar material (i.e. HANS device tether strap). Each device must be suitably fixed and be easily accessible to the members of the Crew whilst restrained in the seat by the harness/seatbelt

Glass Windows – Each vehicle with glass windows, must carry a tool designed to break automotive glass. Each device must be suitably fixed and be easily accessible to the members of the Crew whilst restrained in the seat by the harness/seatbelt. This tool may be combined with a safety harness/seat belt cutter.

5.3: PROHIBITED ITEMS

The following items are prohibited for vehicles in all classes:

- Studded or Spiked Tyres
- Roof Racks or similar

5.4: VEHICLE GROUPS AND CLASSES:

At the time of presentation at Scrutineering, the vehicle must comply with the requirements for one of the following groups:

Group A1: Production 4WD (Group A0 vehicles are also eligible within this group):

- A1.1 Recreational vehicles & Light Commercials up to and including 3500cc
- A1.2 Recreational vehicles & Light Commercials 3501cc and over
- A1.3 Diesel vehicles all capacities

Group A2: Modified Production 4WD:

- A2.1 Vehicles up to and including 3500cc
- A2.2 Vehicles 3501cc and over
- A2.3 Diesel vehicles all capacities

Group A3: Modified Prototype 2WD and Motorsport Australia Performance 2WD.

PLEASE NOTE: DUE TO THE CHANGES WITH THE RMS UVP POLICY, CERTAIN VEHICLES WITHIN THIS CLASS MAY NOT BE ELIGIBLE TO ENTER. TO BE ELIGIBLE FOR A UVP, VEHICLES MUST BE BASED ON, AND STILL USE A CHASSIS AS ORIGINALLY CONSTRUCTED FOR ROAD USE IN AUSTRALIA BY A RECOGNISED AND ADR APPROVED VEHICLE MANUFACTURER. THE VEHICLE MUST RETAIN ITS ORIGINAL SHAPE, DOORS, WINDOWS/GLASS, FRONT AND REAR LIGHTS ETC. AND THE ORIGINAL VIN NUMBER MUST BE PRESENT ON THE BODY/CHASSIS. FIBREGLASS "LOOKALIKE" BODIES ON A SPACEFRAME CHASSIS ARE NO LONGER PERMITTED. PLEASE CONTACT THE EVENT DIRECTOR PRIOR TO ENTERING TO CONFIRM VEHICLE ELIGIBILITY.

Class: A3.1 Modified 2WD vehicles up to and including 3500cc

A3.2 Modified 2WD vehicles 3501cc and over

Group A4: Utility Terrain Vehicles (UTV) Side by Side Class

Group A5: Unlimited 4WD Vehicles:

A5.1 Modified 4WD recreational vehicles up to 3500cc

A5.2 Modified 4WD recreational vehicles 3501cc and over

FIA: All vehicles built to comply with FIA Cross Country Rally Regulations (homologation documents may be required to determine eligibility for this class).

RALLY: Classic, Historic, Club and Production Rally Cars, all classes and capacities. Note that some vehicles may be eligible for either the PRC class or a Cross Country specific class; in those cases, the Organiser will allocate those vehicles to a class, based on eligibility and spirit of competitive fairness.

CSC (CLASSIC SAFARI CARS): A class for any Cross-Country Rally Cars that competed in the original Wynn's/Australian Safari events, prior to the year 2000. Evidence (such as logbook) will be required to prove provenance prior to being accepted into the class.

INV: Invitational entries, not eligible for outright awards, at the discretion of the Event Organisers.

RALLY REGULARITY DIVISION: All vehicles and capacities.

Note: Outright Auto Division vehicles must be able to be driven on public roads, and comply with the requirements for an unregistered vehicle permit, or be fully registered. **Rally Regularity Division vehicles must be fully registered, or on a Club/Rally Permit Scheme (i.e. the use of UVPs in this division is not permitted).**

5.4.1: SERVICING OF VEHICLES

All Service Crews must be registered with the Organisers, and these Crews **only** will be permitted in the Service Areas. Registration must be made on the official Entry Form.

Service vehicles must not enter any Designated Control Zone or access the course, and must use only the roads specified in the Service Crew Instructions, which will be issued to Competitors who have registered Service Crews, at the same time as they receive their Route Instructions. **Service Crews who need to access the course to recover broken down vehicles, must not do so until permission is given by the Clerk of the Course, or an Official appointed by the Clerk of the Course.** Service Crews will also need to take instruction from the Event Recovery Officials so as to not impede the smooth running of the Event.

Servicing is only permitted in service/refuelling locations nominated in the instructions. Service Crews are not permitted to assist, service or refuel Competitors or access the course other than at these points. A compliant Fire Extinguisher must be readily available during refuelling at all times.

Please note that any Service Crews found to be in areas where they are not permitted (such as servicing or assisting outside of areas that are so nominated, “spectating” on private property or being off the nominated service vehicle routes) will have their competitor referred to the Stewards for possible sanctions, up to disqualification in cases of a clear and deliberate breach. It is the competitor’s responsibility to ensure they are servicing and/or refuelling in an approved area.

5.5: VEHICLE SIGNAGE

Advertising/signage on vehicles is permitted provided there is no conflict with Motorsport Australia NCR and provided they do not occupy the space required by the Event Organisers for compulsory Event signage. Prior to the Event, the organisers shall supply Event doorplates, vehicle numbers, and other compulsory signage as required. The signage must be affixed as follows:

- A 50x50cm area, for the Event doorplate and competition number, on each side of the vehicle, to be located on each front door of the vehicle (or in a similar location on the side of vehicles without doors (buggies etc).
- Two 50x25cm areas, on each side of the vehicle (4 in total), for Event sponsors, located so as to be clearly visible from the side of the vehicle.

- A 50x25 cm area, on the foremost part of the front bonnet, for Event signage.

NOTE: It is a condition of entry that the compulsory Event signage is displayed on vehicles.

5.6: DOCUMENTATION

Documentation will be open at Event HQ, Wentworth Showgrounds, Armstrong Street Wentworth, on Tuesday September 8, from 9:00-13:00. Competitors and Crews are required to produce the following:

- Current and valid Civil Driver's licence (if applicable).
- Current and valid Motorsport Australia Competition (Rally) Licence.
- Proof of current and valid membership of a Motorsport Australia Affiliated Car Club.
- Proof of current and valid Ambulance Subscription (or Insurance).
- Current and valid Vehicle Registration/Permit.
- Motorsport Australia/FIA vehicle logbook (if applicable).
- Current and valid Compulsory Third Party Insurance (if applicable).

5.7: SCRUTINEERING

Pre-Event Scrutineering of vehicles will occur on Tuesday September 8, from 9:00 until 14:00, at Event HQ, Wentworth Showgrounds. Vehicles must be presented in a ready-to-start condition, with all compulsory and optional equipment on the vehicle. Scrutineers appointed by the Organisers will examine vehicles for safety and general compliance with these Regulations. Unless prior arrangements have been made with the Event Organisers for Scrutineering outside of the published time, a fee of \$100 will apply.

If a vehicle fails to pass scrutiny and is unable to start Leg One as a result but can meet scrutiny compliance for the start of Leg Two, they may do so, incurring maximum times penalties for all stages missed. During the Event, Scrutineers appointed by the organisers will check vehicles at random times and locations, at which time safety and general compliance of the vehicle will be examined. The Competitors and crew will be advised of any issues, which must be rectified as directed by the Event Organisers. Any vehicle found to be unroadworthy by a Police Department or relevant RTA will result in a report to the Stewards, who may impose a penalty up to and including disqualification.

At the conclusion of the Event (Leg 4), vehicles may be held for Post Event Scrutiny and will only be released on the authority of the Event Director.

5.8: “SHOW N SHINE”

All Competition vehicles are required to be on display for the Local Legends “Show N Shine” at the Wentworth Showgrounds, from 15:00-18:00 on Tuesday September 8. It is advised that vehicles are placed in the display area immediately following their scrutiny. The Show N Shine is for the local communities to come along, meet competitors and crews and see the vehicles, and is of high significance to the event. Competitors and crews are encouraged to make themselves available to interact with members of the public during this time; after all, if we don’t have local support, we don’t have the Sunraysia Safari!

6.1: RALLY SAFE

The Event will be utilising the Rally Safe Vehicle Tracking system for both safety and timing purposes. The Organisers will supply Competitors with a Rally Safe unit for the duration of the Event, which must be installed in compliance with the instructions as provided by Rally Safe. Please note that Competitors must purchase the “Permanent Installation Kit” directly from Rallysafe prior to the Event (not available at the Event). **NOTE THAT ALL COMPETITORS MUST ALSO HAVE THE “LED LIGHTBOARD” RALLYSAFE ATTACHMENT, UNLESS BOTH THE DRIVER AND NAVIGATOR CAN ACCESS THE BUTTONS ON THE RALLYSAFE UNIT WHEN FULLY STRAPPED INTO THEIR SEATS, AND THE RALLYSAFE UNIT IS CORECTLY MOUNTED CENTRALLY IN THE CABIN IN A SAFE AND COMPLIANT MANNER. THIS INCLUDE NO POSSIBLE “FLEX” IN THE MOUNTING OF THE UNIT.** The Lightboard is a remote display of the lights and buttons found on the main Rally Safe unit and must be mounted in the eye line of the driver. This requires the one-off purchase of the LED Lightboard and new wiring loom (note that previous wiring looms are not compatible with the new technology).

The RallySafe unit is a small electronic module fitted to a vehicle for use by the Navigator and Driver. It incorporates a full colour display, key pad, accelerometers, a radio transceiver, GPS, GSM and satellite communications capabilities. The RallySafe electronic device uses all of this latest technology to automatically transmit warnings and vehicle status data from unit to unit and to Rally HQ as quickly and efficiently as possible.

The main safety function of the system is to automatically generate hazard warnings in the Event of an accident. This signal is transmitted immediately to following Crews vehicles and Rally HQ. Each in-car unit indicates a competing vehicle’s speed, severity of accident and location in reference to the designated course.

The Driver or Navigator is able to upgrade or downgrade the warning that their vehicle transmits when the system identifies an extraordinary Event. An example could be if a

vehicle unexpectedly stops on course but does not present any danger to itself or following Crews.

“Push to Pass” functionality is also a feature allowing Crews to warn forward vehicles of their intention to overtake greatly eliminating risks taken in dust or hazardous passing locations. Penalties (up to disqualification) will apply to Crews who fail to comply with the “Push to Pass” procedure.

For further information, and to purchase the Permanent Installation Kit (if not already fitted to the vehicle), please log on to www.rallysafe.com.au Please allow enough time to purchase your kit, have it delivered and installed in your vehicle prior to the Event. The use of Rally Safe in this Event is compulsory for all Competitors.

6.2: COURSE STRUCTURE

The Event is a Special Stage Cross Country Rally, conducted over 4 separate legs. Each of those legs shall be made up of a variety of Selective (competitive) sections, and Transport (liaison) sections. Selective sections are conducted on private and/or closed roads and are timed to the second. Transport sections are conducted on public roads, and as such are subject to normal road rules and conditions.

It is forbidden to travel in the opposite direction on the course at any time, with the penalty being up to disqualification.

THE MAXIMUM SPEED ALLOWABLE ON COMPETITIVE SECTIONS FOR THE OUTRIGHT AUTO DIVISION IS 190 KM/H. This will be managed and monitored by Rally Safe staff, which will be in relation to speeding infringements on Competitive sections. Penalties will apply to any Crews exceeding the 190 km/h limit for more than 10 seconds at a time, with penalties up to disqualification (for multiple offences) being applicable.

“CUT AND RUN”

If a Crew chooses not to compete in a Selective section, they may elect to miss that section but will have to miss all subsequent sections of the leg. No further time penalties or late time will be applied however, the Crews will incur the maximum penalty for missing the section(s), which is equal to 200% of the time allowed for each Selective section missed.

Should a Crew choose to miss a complete leg, the maximum penalty for missing all sections of that leg will be applied.

Crews are permitted to re-join the Event, but only at the start of the next leg, and must notify their intention to do so to the Event Director by 19:00 hours on the day before the leg they intend to re-join.

A Crew may leave the prescribed course only at a Control point, and never from within a Selective section or a Transport section. Crews who elect to cut and run must advise their intentions to the nearest Control point relative to the section they are currently traversing. It is prohibited to travel in the opposite direction at any time on a Selective section, with penalties up to disqualification. If a Crew cannot continue on the course in the correct direction to the next Control point, they are to wait for the Sweep Vehicle to arrive, advise their intentions, and surrender their Time Card. Failure to report the intention to cut and run will be referred to the Stewards, who may impose a penalty up to disqualification.

6.2.1: GATES

As the Event traverses private farming properties, we are subject to several conditions unique to this style of rallying. Boundary and/or internal gates are one of these, and it is critical that we respect them. All gates on the course will be marked and are to be dealt with as follows:

- GATES WITH A BLUE MARKER: gate should be open upon arrival and will be left open by the Crew.
- GATES WITH A YELLOW MARKER: gate should be closed upon arrival and **must be closed** once the Crew has passed through.

The only exception to this rule is when two or more Crews are close together and the last Crew in the group signals to the first Crew their intention to close the gate. Failure to close a gate when required to do so may render a-Crew liable to a penalty, including disqualification. Any Crew that does not comply with this requirement will be subject to the penalties set out below:

- Not closing gate: 1st offence: a time penalty of 60 minutes
- Not closing gate: 2nd offence: a time penalty of 120 minutes
- Not closing gate: 3rd offence: a time penalty of 240 minutes
- Not closing gate: 4th offence: disqualification

6.2.2: DAMAGE TO PROPERTY

The ongoing viability of the Sunraysia Safari relies entirely on the generous cooperation of the Landowners who allow us access to compete on their properties. In recent events, there has been a growing lack of respect shown by some Crews by way of failing to report any damage done to farm infrastructure, properties or stock. This is taken very seriously by the Event Organisers, and it is a requirement of all -Crews to report any damage to farm infrastructure, property or stock directly to Event Command at the earliest possible occasion. **The penalty to fail to report any damage is up to \$1000 per incident, as well as the cost of repairs/compensation for lost stock.**

Competitors are reminded that the Insurance excess for Motorsport Australia's property damage is **\$10,000.00**, so we'd prefer you don't have to use that! Competitors are liable for the cost of any repairs or compensation (which the organisers will directly oversee rectification of), so please drive accordingly. Our relationship with the local landowners and communities is priceless, and we need to protect that at all times.

TIME PENALTIES MAY ALSO BE APPLICABLE TO CREWS WHO ARE FOUND TO HAVE DAMAGED PROPERTY AND/OR STOCK.

6.2.3: TOWING VEHICLES

Towing of a competing vehicle by another competing vehicle is allowed, but only outside Designated Control Zones. The vehicle may NOT be towed through a Designated Control Zone. Instances of dangerous or reckless high-speed towing will not be tolerated. Failure to comply with this Regulation will result in a report to the Stewards, who may impose a penalty to both towing and towed vehicles up to and including disqualification.

Mechanical work on a competition vehicle is prohibited within a Designated Control Zone. Vehicles must enter this zone under their own motive power. Should a competition vehicle not be able to use its own motive power to leave a Designated Control Zone, the Crew must push the vehicle outside this zone to carry out necessary repairs.

NOTE: In the context of this Regulation, towing shall also mean pushing or carrying.

6.3: CONTROLS

Controls used throughout the Event shall be defined as:

- **Timing Controls:** These controls are established at the Start and Finish of sections for the purpose of recording time and direction of arrival and departure. The location of these controls will be disclosed in the Route Instructions.
- **Passage Controls:** These are established for the purpose of recording details of passage (including time) of vehicles on the correct route. Competing vehicles are required to stop and have their Time Card noted by the Control Official. The location of these controls may or may not be disclosed in the Route Instructions. Vehicles must stop if directed to by an Event Official, and failure to comply will result in a report to the stewards, who may impose a penalty up to disqualification. Passage controls may also be used in conjunction with Restricted Speed Zones (RSZ) to limit the Crews speed when crossing road intersections or traversing sensitive areas, and failure to comply will result in a report to the stewards, who may impose a penalty up to disqualification.

- Zero Points: These are similar to a Passage Control, save for the fact that the Crews does not require their time card to be noted. Zero Points required the Crews to completely stop and remain stationary for a pre-determined amount of time, which will be displayed on the Rally Safe unit. Once the Rally safe unit has determined the time has elapsed, it will indicate so on the screen, and the Crews may continue. Failure to comply with this will lead to penalties up to disqualification.
- Restricted Time Zones: These will be used primarily for mid stage refuelling (where required) and the Crews will be required to stay within the defined zone for the prescribed amount of time. This is designed to ensure that refuelling is conducted in a safe, responsible and compliant manner.

Crews arriving at a control after its closure will be deemed to have missed that section and may not continue in the leg. They may (if eligible) re-join in the subsequent leg (see 6.2).

6.3.1: EARLY CHECK IN AT CONTROLS

-Crews checking in early at controls will be penalised 2 minutes for every one minute they are early. There are two exceptions to this rule:

-Where a Crew is checking in to the end of leg control (at Wentworth Showgrounds), they may check in early without penalty,

-Where a Crew arrives at a start control early, and is directed to enter the control and commence the competitive stage earlier, by an ***authorised event official***. This will be considered in the interests of Crews' safety, and is only permitted at the absolute discretion of the Event Director, Clerk of the Course, or their appointed delegate.

6.4: TIMING

OUTRIGHT AUTO DIVISION:

The Official time will be determined with the Rally Safe timing system, set to Australian Eastern Standard Time. No protest shall lie against the alleged inaccuracy of any timepiece. The Event will use A to B timing.

"Time Allowed" is the time limit for a Crew to complete a Selective or Transport section without loss of Late Time. This time allowance will be specified in the Route Instructions, and where exceeded, Late Time will start to accrue.

Late Time is the accumulated time by which a Crew exceeds the Time Allowed for Selective or Transport sections. It is calculated from the beginning of a leg, excludes time held in control, and is non-cumulative from one leg to another.

The Late Time for each leg will be 2 hours, or as advised by official Bulletins. If a Crew exceeds Late Time for a leg, they will be excluded from the results of that leg. They may (if eligible) re-join in the subsequent leg (see 6.2).

Crews exceeding their Late Time at a Control will be deemed to have missed that control and all following controls within that leg. Late Time cannot be regained by booking in early at any control. Neither shall time penalties for early arrival be taken into consideration when aggregating Late Time.

The Late Time defined in these Regulations may be modified at any time by the Stewards of the Event, upon the proposal of the Clerk of the Course. Disqualification for exceeding the Late Time may be determined only at the end of a leg. Crews are therefore encouraged to always continue to the end of the leg, provided they arrive at Controls that are still in operation, and the course is still declared as open.

At the start of each leg, Crews shall be given a Time Card which includes the Time Allowed for each section. Section times will be recorded on this card, by the Control Official who is the only person authorised to enter these times. However, it is the Crews' responsibility to ensure their accuracy.

Any correction or amendment made to the Time Card will result in disqualification unless such correction or amendment was approved in writing by an Official of the Event.

Crews who fail to report to a Passage Control and/or have their Time Card appropriately noted will be penalized up to 30 minutes.

The loss of a Time Card will incur a time penalty of up to 30 minutes.

RALLY REGULARITY DIVISION:

The Event Organiser will set a precise target time for each competitive stage, and/or segments within a competitive stage that do not exceed an average of 70 km/h (unless a different speed is approved by Motorsport Australia). A maximum (terminal) speed of 110 km/h must be applied. The Organiser will regulate maximum speed using appropriate control methods (i.e. passage controls, speed reduction zones, and tracking through RallySafe).

The target time for each stage or segment within a competitive stage shall be clearly detailed in the instructions issued to each Crew by the Organiser. Each Crew must maintain a minimum speed of no less than 20 km/h during a competitive stage (unless responding to an incident, breakdown, stopping at a passage control, or any scenario that may be considered as reasonable by the Organiser). Stopping on a stage solely for the purpose of managing average speed for a competitive stage is strictly prohibited.

The Organisers may use Passage Controls as described in the Event Supplementary Regulations and shown by a roadside sign. Scoring of the Competitive Stages shall be timed to the second, with penalties being:

- 1 point per second late of the target time; Early Arrival, of the target time;

-1 point per second early of the target time for 1 second up to and including 5 seconds early arrival.

-5 points per second early of the target time for 6 second up to and including 10 seconds early arrival. (Eg, if a crew is 8 seconds early then – 5 seconds @ 1 point = 5 points, then 3 seconds @ 5 points = 15 points, total 20 points.)

- 30 points if greater than 10 seconds early of the target time. (Eg, if a crew is 8 seconds early then – 5 seconds @ 1 point = 5 points, then 3 seconds @ 5 points = 15 points, total 20 points.)

- 50 points for each instance where a crew exceeds the maximum speed of 110 km/h;

- 20 points for each instance where a crew's speed falls below the minimum speed of 20 km/h, where the Organiser considers the action to be without a legitimate reason.

Penalties shall also apply for early and late arrival on Liaison sections with Late Running time being applied where appropriate for late arrival on both Competitive Stages and Liaison sections. Late arrival at Time Control including Start of Rally will incur a penalty of 5 points per minute or fraction of a minute. Early arrival at Time Control – 60 points per minute or fraction of a minute, except where Crews are allowed to check in early as per item 6.3.1. There will be additional penalties specific to the Rally Regularity Division that will be published in the Event Further Regulations.

6.5: COMPASSIONATE TIME

The Event Organisers may, entirely at their discretion, refund time lost by a Crew through stopping to assist another Crew who has been involved in an incident requiring medical intervention. An application for refunding of compassionate time must be lodged in writing with the Clerk of the Course no later than 30 minutes after the end of a leg. The Clerk of the Course will determine the outcome of that application at his own discretion, and based upon the information at hand.

Please note that compassionate time will not be granted for pulling up momentarily; it is a reward for losing significant time whilst assisting with an incident involving a fellow Crew. Compassionate time is also not granted for assisting fellow Crews who may be bogged (requiring a tow out) or encountering mechanical difficulties. The Organisers strongly encourage this kind of behaviour and camaraderie between Crews, but it is not the intended purpose for the granting of compassionate time. Rally Safe data shall be used in the granting of compassionate time, along with any official reports, and Crews testimony.

6.6: ROUTE INSTRUCTIONS

The Organisers will provide each Crew with a copy of the Route Instructions, and any necessary special maps or advice. Such instructions shall have the same force as these Regulations. Route Instructions for Leg 1, and Service Crew Instructions will be issued once Crews have met all Documentation and Scrutineering requirements.

Route Instructions for all legs shall be issued from 18:00 the day prior to that leg, and will be available from the Event Headquarters. It is the Crews' responsibility to collect route instructions.

Failure to follow the course in its entirety, as defined by the route instructions, may incur penalties, up to disqualification, at the discretion of the Event Director.

6.7: CHANGES OR ALTERATIONS TO THE EVENT

The Clerk of the Course, reserves the right to abandon, alter or postpone the Event should, in the opinion of the Organiser, the course or any part of it becomes impassable. The Clerk of the Course may neutralise any section, or sections, or the Event, remit any penalties, regroup the field as to running order, re-time any part of the course, or terminate the Event at any time. Any alterations to the schedules or Route Instructions shall be in writing. At no time shall verbal advice take precedence.

6.8: STARTING ORDER

The starting order for Leg 1 will be determined by seeding, based on past results. It is therefore to the Crew's advantage to provide as much information (from previous Events) on the entry as possible. The decision of the Event Director with regards to start position is final.

The starting order for subsequent legs shall be in order of ascending total penalty times within descending numbers of sections competed on the previous leg. Where there is a tie the Event Director will determine which vehicle starts first.

7: RESULTS AND AWARDS

To be classified as a finisher, Crews must fully complete 3 of the 4 legs of the Event, including Leg 4.

The final results of the Event shall be determined in the first instance on the basis of the number of sections completed. A Crew is deemed to have completed a section when, having departed from the control point at the start of the section they arrive at the control point at the end of the section, having completed 100% of the specified route for that section, and not having exceeded Late Time.

Placing amongst Crews who have completed the same number of sections shall be determined on the basis of time penalties applied. The vehicle with lowest time penalty shall be declared the winner of the Event; the vehicle with the next lowest time penalty shall be declared second, and so on, in ascending order of penalty time.

Classification within vehicle groups and classes shall be determined in the same manner. In the Event of a tie for any place, awards for that place shall be divided equally between the tied vehicles.

Event awards shall be presented to the following:

- **Outright Awards:** To the first, second and third outright placed Crews in both the Safari and Rally Regularity Divisions
- **Group Awards:** To the first placed Crew in each of the following vehicle groups:
 - Group A1: Production 4WD
 - Group A2: Modified Production 4WD
 - Group A3: Modified Prototype 2WD
 - Group A5: Unlimited 4WD
 - Group A6: UTV/Side by Side Vehicles
 - FIA:
 - PRC: Classic, Historic and Production Rally Cars (Safari Division only)
 - CSC: Classic Safari Cars
 - INV: Invitational entries

8: PENALTIES

As per the Cross-Country Rally Standing Regulations and the following table:

Summary	Refer In Supp Regs	C of C	Start Refused	Disqualification	Time Penalty	Monetary Penalty	Stewards Discretion
Consumption of intoxicating liquor by Crews during competition	3.2			disqualification			
Failure to respect traffic laws	3.3			Up to disqualification			
Absence at briefing	4.3	X				\$100	
Unauthorised removal of competitive vehicle from impound	2.2	X		Up to disqualification			
Unauthorised Crew change	4.1	X		disqualification			
Not wearing seatbelt/helmet	3.4			disqualification			
Use of banned fuel	5.2			disqualification			
Use of studded or spiked tyres or chains	5.3	X	X				
Use of roof racks or similar	5.3	X	X				

Towing vehicles through a Designated Control Zone	6.2.2			Up to disqualification			X
Dangerous or reckless high-speed towing	6.2.2			Up to disqualification			X
Unroadworthy vehicle	5.1			Up to disqualification			X
Service Crews servicing in non-allowed areas	5.4.1			Up to disqualification			X
Failure to follow the course in its entirety (i.e. short cutting)	6.6	X		Up to disqualification			
Wrong direction on course	6.2	X		Up to disqualification			
Missing Selective and Road Sections	6.2	X			200% - Selective 100% Road		
Not closing gate: 1 st offence	6.2.1	X			60 mins		
Not closing gate: 2 nd offence	6.2.1	X			120 mins		
Not closing gate: 3 rd offence	6.2.1	X			240 mins		
Not closing gate: 4 th offence	6.2.1			disqualification			
Crews baulking, obstructing or shunting				Up to disqualification			X
Failure to comply with Rally Safe "Push to Pass" procedure	6.1			Up to disqualification			
Exceeding 190 km/h on a Competitive section	6.2			Up to disqualification			
Failure to report death or injury to stock, and/or damage to property	6.2.2	X			60 mins	Up to \$1000	
Damage to property or stock	6.2.2				Up to 60 mins per offence	Cost of repairs	
Failure to report an accident involving a member of the public				Up to disqualification			X
Exceed Late Time	6.4			disqualification from results of leg			
Loss of Time Card	6.4	X			Up to 30 mins		
Unauthorised correction or amendment of Time Card	6.4			Up to disqualification			
Failure to report intention to "Cut and Run"	6.2			Up to disqualification			X
Failure to report to a Passage Control, and/or have time card appropriately noted	6.4				30 mins		

Failure to comply with Zero Point control procedures				Up to disqualification			
Failure to obey an official				Up to disqualification			X

Early arrival at Time Control (except where permitted as per 6.3.1)		X		2 min/min or part thereof			
Late arrival at Time Control		X		1 min/min or part thereof			
Departing early from a Start Control		X		1 min			
Missing, re-entering or leaving WD from a Control		X		miss the section			
WD at Passage Control		X		60 mins			
Stopping between Flying Finish warning and Control Stop point				Up to disqualification			X
Other breaches	Will be penalised in accordance with the provisions of these Supplementary Regulations, the Cross-Country Standing Regulations, the National Competition Rules of the Motorsport Australia, and/or at the discretion of the Stewards						

9: FURTHER REGULATIONS

The Event Organisers will issue a set of Further Regulations prior to the Event, which will provide additional information in relation to the Event.



