



SUNRAYSIA SAFARI RALLY

SUPPLEMENTARY REGULATIONS

MOTO DIVISION

DATE: SEPTEMBER 9th-12th, 2026

VENUE: Wentworth, Pooncarie, and Anabranche Regions

Promoter: Rally Management Australia Pty. Ltd 27 Stonecutters Rd Portsea 3944

Ph: 0428 541 809

Email: sunraysiasafari@tbms.net

Permit Number: TBA

Track Licence: TBA

Clerk Of Course: Ken Macleod

Race Secretary: Jenny Gledhill

Steward: Jack Garraway

1. ANNOUNCEMENT

Rally Management Australia Pty. Ltd, hereinafter called the PROMOTER, will conduct the SUNRAYSIA SAFARI RALLY in the Wentworth, Ana Branch, and Pooncarie regions, from September 9-12, 2026.

2. JURISDICTION

The abovementioned meeting has been authorised by Motorcycling New South Wales (MNSW) and will be held in accordance with the General Competition Rules (GCR's) of Motorcycling Australia (MA), the by-laws of MNSW, these Supplementary Regulations and any final instructions issued by the stewards of the meeting.

BY ENTERING THIS MEETING ALL PARTIES AGREE TO COMPLY WITH THESE RULES, REGULATIONS, BYLAWS AND INSTRUCTIONS.

3. ENTRIES

Entries open upon publication of these regulations, and close at 17:00 on Friday July 18, 2026. Competitors must nominate to enter the event by filling out the nomination form available at www.sunraysiasafari.com.au prior to being invited to enter. Competitors will then receive an invitation to enter, with a link to the online entry form. The \$500 nomination fee is a deposit on the competitor's overall entry fee, and is to be deducted from the total fee payable. To guarantee their entry, competitors who have nominated and been approved for entry must submit their completed entry form, and balance of entry fee owing, by Friday May 22, 2026. Competitors who fail to comply with this requirement may not be granted entry (if additional entries are received by the Event Organiser prior to the competitor submitting their entry after May 22), and may go onto a standby list. Please note that the nomination fee is not refundable, or transferrable.

3.1 The organizers reserve the right to cancel or postpone the event if fewer than **60 entries** are received by the entry date.

3.2 Entries will be accepted in order of receipt.

3.3 Late entries may be accepted at the organizers discretion and will attract an additional fee of **\$300.00** which will apply to **all** late entries. The organizers reserve the right to refuse or reject any entry (GCR).

3.4 In the case of postponement or abandonment of the meeting, all or any part of the entry fee may be retained by the Promoter, if such retention is approved by Motorcycling New South Wales.

3.5 Only entries received on the official entry form that are accompanied by the correct fee to the Organiser's official address will be accepted.

3.6 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 25%
- Withdrawal between 17:01 July 17, and July 31, 2026: Full refund less 50%
- Withdrawal after July 31, 2026: Refund at discretion of Event Organisers

In the event of a "Force Majeure", where the event cannot run due to circumstances beyond its control, a full refund less 25% (at the discretion of the Promoter) will be given.

3.7 The motorcycle must have a current full road registration or approved "Unregistered Vehicle Permit". Proof of registration must be provided at sign on & technical inspection. It is the competitor's responsibility to ensure their Motorcycle\Quad has Registration or an Unregistered Vehicle Permit.

3.8 The entry fee for the Outright Moto Division is: \$3000 (inc. GST)

Which includes:

- MA levies and Insurance
- Hire of Rally Safe unit, and insurance
- Medical Intervention Team
- 1 set of Route Instructions
- 1 set of Service Crew Instructions
- 1 Merchandise Pack
- 1 Ticket to the Event Presentation Function

The Entry Fee for the Moto Two-Up Division is: \$3500 (inc. GST)

Which includes:

- MA levies and Insurance
- Hire of Rally Safe unit, and insurance
- Medical Intervention Team
- 1 set of Route Instructions
- 1 set of Service Crew Instructions
- 2 Merchandise Packs

- 2 Tickets to the Event Presentation Function

NOTE: Additional Service crew registration is available for \$30, which covers 1 additional set of service crew instructions, and 2 additional Service crew.

Entries for this event must be submitted via the online entry system at the Sunraysia Safari Website: www.sunraysiasafari.com.au

BY EMAIL:

sunraysiasafari@tbms.net

If entering online or via email, competitors must deposit their full entry fee electronically into the following 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)

Only entries received on the official Entry Form will be accepted. No cash by post.
Incomplete or incorrectly filled out Entry Forms may result in entry not being accepted.

4. INSURANCE

4.1 National Capital Benefits Scheme provides basic cover for death and permanent disability.

4.2 Membership of an Ambulance Subscription scheme, or coverage for Ambulance Transport as part of a competitor's personal Health Insurance is COMPULSORY for this event, and proof of membership will be required at Documentation. If using personal Health Insurance for this coverage, Competitors are urged to check the specific details of their policy, as the Organisers have been made aware of certain policies only covering initial transportation, meaning that competitor will be personally liable for any additional ambulance transport (i.e. Air or road transport to another hospital etc.). The Event does not accept any liability in regard to Ambulance transportation beyond the initial handover from our medical crew to the relevant State Ambulance service, so please make sure you have adequate coverage, or you could be in for a nasty shock!

4.3 Motorcycle Third Party Insurance and/or Third-Party Property Insurance and or Comprehensive Motorcycle Insurance are the responsibility of the entrant.

**IMPORTANT NOTICE TO ALL RIDERS/ENTRANTS/PARENTS/GUARDIANS:
CAPITAL BENEFITS INSURANCE IS APPLICABLE TO ALL RIDERS WITH A
CURRENT LICENCE.**

It is conditional upon acceptance of this entry that it is fully understood by the rider/entrant/parent/guardian to arrange personal injury and ambulance transportation insurance cover in case you should require the same during the running of this competition.

RIDERS INSURANCE: The Motorcycling Australia Insurance Scheme provides: As per *2026 Manual of Motorcycle Sport*.

5. MEDICAL SERVICES

JW Motorsport Services will be providing Medical Intervention, and will be in attendance for the duration of the event.

6. SIGN IN\DOCUMENTATION

Documentation will be open at Event HQ, located at the Wentworth Showgrounds, Armstrong Ave Wentworth, on Tuesday September 8, from 9:00-13:00.

Competitors are required to produce the following:

Current and valid Civil Driver's license

Current and valid MA Licence, or one event licence

Proof of current and valid Ambulance Subscription (or Insurance)

Current and valid Vehicle Registration\Permit

7. TECHNICAL INSPECTION

All competing Motorcycles\Quads will be required to be presented to the Organisers on Tuesday September 8, between 9:00 & 14:00 at Event HQ, Wentworth Showgrounds, unless other arrangements are made directly with the Organisers. Motorcycles\Quads\Sidecars must be presented in a "ready to start" condition along with the rider(s), their approved helmet and protective clothing. Any competitor not satisfying the technical inspectors, as to the suitability and safety of their equipment will have to rectify the problem before being allowed to start the Event.

8. RIDERS BRIEFING

There is a compulsory briefing for all Competitors, which will be held at 18:00 on Monday September 7, at the Coomealla Memorial Club, Silver City Hwy Dareton. All Competitors must be in attendance, and will be required to sign to verify attendance. A penalty of \$100 will apply to any competitor that is not in attendance, which will need to be paid to the Organisers prior to the Competitor being allowed to start the event. Non attendees must arrange a briefing with the Clerk of Course prior to the start of the event.

9. CLASSES OF COMPETITION

H1:	0 - 250cc
H2:	251 – 450cc
H3:	451 – 1000cc
QUADS:	All capacities
045:	45 years & over
ADV:	Adventure Bikes (all capacities)
CSC:	Classic Safari Class (all capacities)

MOTO TWO-UP: (all capacities)

NOTE: An Adventure Bike is defined as a Motorcycle that is manufactured for the purpose of touring, as distinct from racing. An eligibility committee will confirm whether a particular motorcycle is eligible for the class, and their decision is final. Bikes declared ineligible may be eligible to move into another class. The Adventure Bike class will compete on the same full course as all other Moto classes, and will require the same navigation, tracking and communications equipment.

The Classic Safari Class is for bikes manufactured prior to 2000, with some form of documented competition history in previous Wynn's or Australian Safaris (the model only, not the specific bike). Bikes must be presented in period applicable condition and specification, and an eligibility committee will confirm their entry into the class. Where a bike is not granted entry into the Classic Safari Class, it will remain eligible to enter the outright classes, subject to engine capacity.

MOTO TWO UP:

The Moto Two-Up Division allows two riders to enter the event using the one motorcycle, and alternate the legs (days) of riding. Each rider must complete one full leg as a minimum, and the riders must inform the Event Organiser prior to the commencement of each leg which rider will be competing. It is not permitted to alternate riders during any leg, nor allow anyone other than the two nominated in the Event

Entry to ride the motorcycle in place of the nominated riders, with the penalty being up to and including exclusion. The Motorcycle/Quad must comply with one of the existing classes of Competition, and comply with all other event requirements. The Moto Two-Up Division is not eligible for the Outright awards.

AWARDS

9.1 To be classed as a finisher the competitor must fully complete 3 of the 4 legs of the event, including the final leg on Saturday September 13.

9.2 Trophies will be awarded as follows:

-1st, 2nd and 3rd placed outright rider in the Moto Division.

-1st placed rider in H1, H2, H3, Quads, 045, Adventure Bikes, Classic Safari Class and the Moto Two Up Division. Trophies may be awarded for 2nd and 3rd place, subject to entry numbers in each class.

9.3 All results shall remain "provisional" until ratified and confirmed by Motorcycling NSW, as per 4.2.11 of the 2026 MOMS.

10. MACHINES AND RIDERS

All machines entered must comply with the current GCR's for Enduro competition.

Eligibility of rider: The competitive class will be an open competition for competitors who hold a current Motorcycling Australia Licence or one event licence. Furthermore, all competitors are required to hold a current Drivers Licence of a class suitable for use of motorcycles on public roads. The meeting will be held in accordance with the 2026 General Competition Rules (GCR's) and these supplementary regulations, the By-Laws of Motorcycling NSW (available at www.motorcyclingsw.com.au) and any final instructions.

Please note that the rider must arrange their own Motorcycling Australia Licence or One Event Licence online through Motorcycling Australia's "Ridernet" portal. No licences can be issued at the event by organisers.

Eligibility of Machine: All motorcycles must be roadworthy and hold a current registration or an appropriate "unregistered vehicle permit" for riding on public roads within Victoria and New South Wales, and be covered by a current and valid Compulsory Third Party (CTP) Insurance Policy. Proof of registration must be presented at documentation (sign on) and technical inspection. **A number plate is NOT proof of registration. Off road permits or Recreational Registration permits do not allow for travel through built up areas, and therefore do not satisfy the requirements for registration for this Event.** Unregistered vehicle permits must be obtained by competitors.

The one and same motorcycle must be used throughout the event and must be ridden only by the nominated rider(s) at all times. Another competitor or other person may, if necessary, remove the motorcycle from a position of imminent danger. The said person may ride the motorcycle, only so far as to remove it from the dangerous position.

Noise &/or Fuel Testing may be carried out at any time during this meeting.

12. OVERNIGHT STOP LOCATION

The Event Headquarters, and official Overnight Stop location will be located at Wentworth Showgrounds, Armstrong Avenue Wentworth. Camping is available for the duration of the event (at no charge), with showers and toilets available. **Competition vehicles must remain within the Showgrounds overnight, as it is being run under impound conditions.** Competitors are free to stay where they choose. Camping will be available from Monday September 7 to Sunday September 13 inclusive. ***Please note that setting up service/camping areas prior to Monday September 7 is not permitted, and the Wentworth Shire Council may impose fines and/or fees for non-compliance.***

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 (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 13), 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 two-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 (if tickets are still available by then). Tickets will not be available after September 5. 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, you must pre-book a meal package. No exceptions. Also please note that food will not be available for sale to anyone at the Overnight Stop, you must pre-book a meal package. No exceptions.

13. CODE OF CONDUCT

All competitors, officials and parents are reminded of the Motorcycling Australia By-Law – CODE OF CONDUCT (as stipulated in the GCR's) which is a guide to appropriate behaviour at all motorcycle race meetings. This CODE OF CONDUCT applies to this meeting and will be enforced.

14. TIMETABLE FOR EVENT

Entries Open:	Upon Publication of these Regulations
Entries Close:	Friday July 17, 2026, at 17:00 AEST
Compulsory Competitor Briefing:	Monday September 7, 18:00 Coomealla Club, Silver City Hwy Dareton
Documentation:	Tuesday September 8, from 9:00-14:00, Rally HQ
Technical Inspection:	Tuesday September 8, from 9:00-14:00, Rally HQ
Sunraysia Safari "Show 'n Shine":	Tuesday September8, 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

15. COURSE DESCRIPTION

The event will consist of 4 legs, held over 4 days and conducted over a variety of terrain on private and public roads and tracks. A leg will consist of a number of sections (both 'selective' & 'road') between specified control points.

A SELECTIVE (COMPETITIVE) SECTION will be a competitive section on private property with a time allowed by the Organisers for late time purposes. Time taken in excess of time allowed will be applied against the late time limit. All selective sections will be conducted on private property.

A ROAD (TRANSPORT) SECTION will be non-competitive and take competitors from one selective section to another and will be on main road where other road users may be expected. Time taken in excess of the time allowed (to the current minute) will be applied against the late time limit as well as penalty time – refer timing.

16. OFFICIALS OF THE EVENT

Event Director\Secretary:	Troy Bennett
Clerk of Course:	Ken Macleod
Safety Officer:	TBA
Chief Technical Officer:	TBA
Results Officer:	Jenny Gledhill
Medical Co-Ordinator:	Dr. Matthew McPartlin
Communications Co-Ordinator:	Ray Hill
HQ\Overnight Stop Co-Ordinator:	Anne Le Huray

17. COMPULSORY EQUIPMENT FOR MACHINES AND RIDERS:

17.1 All machines entered must comply with the current GCR's for Enduro and Reliability Trials.

17.2 Multiple entries of the one machine in different classes of competition is not permitted.

17.3 Regardless of the minimum requirements of "Unregistered Vehicle Permits", all motorcycles must be fitted with an effective headlight and tail light and stop light powered by the motorcycle electrical system. Battery powered or total loss systems are not acceptable.

17.4 All quads MUST be fitted with an effective "cut off" lanyard. Quad riders must at all times during the event have the lanyard secured to the rider.

17.5 All riders to wear protective clothing as approved by MA in Appendix A, 2026 MOMS for use in Enduro & Reliability Trials.

17.6 All riders must wear a safety helmet at all times when the motorcycle is in motion and be in good condition as per GCR's.

17.7 All machines must be fitted with an effective map reader. Route instructions will be printed on paper 145mm wide to suit standard "Acerbis" map reader or similar, which are commercially available.

17.8 Competitors are required to carry UHF hand held radios, which they must supply themselves, for use in emergency circumstances.

17.9 Additional distance measuring devices may be fitted (i.e. tripmeter), but GPS devices that are able to provide mapping or positioning (latitude and longitude) are strictly prohibited.

18. OPTIONAL EQUIPMENT:

Motorcycles entered may fit the following equipment:

Navigation equipment and additional instruments may be fitted.

Fuel for **at least 160 competitive kms** will be required to be carried on the motorcycle. The existing

fuel tank may be replaced or enlarged. Supplementary fuel tanks may be fitted providing such a tank meets the safety requirement of the Organisers. Riders may not carry additional fuel storage containers on themselves at any time. The Organisers will arrange supply of either commercial fuel (to be purchased by competitors), and/or remote refueling by either service crews, or from fuel supplied by the competitors, transported by the Organisers (where commercial fuel is not available).

MID STAGE REFUEL DETAILS (IF REQUIRED) WILL BE LISTED IN FURTHER REGULATIONS.

The procedure for mid stage refueling will involve the competitor only (no service crews allowed) refueling the motorcycle under the supervision of event officials. **COMPETITORS WILL BE HELD FOR A MINIMUM TEN-MINUTE PERIOD AT THE REFUEL LOCATION, REGARDLESS OF HOW LONG IT TAKES TO REFUEL.** This is to remove any element of refueling "against the clock".

"AIR VESTS": Whilst currently not mandated as compulsory for competitors, the wearing of a suitable "Air Vest" safety device is strongly encouraged.

FIRE EXTINGUISHERS: Each service crew **MUST** supply & have available a minimum 1kg Fire Extinguisher at each of their refueling/servicing locations.

19. RIDING NUMBERS

All numbers shall be allocated to competitors at the discretion of the Organisers.
The organisers will supply white backgrounds and event motorcycle identification numbers in black to each competitor, as assigned by the Organisers. Number size is as GCR 10.12.1.2

IT IS NOT PERMITTED TO USE NUMBER DECALS OTHER THAN THOSE PROVIDED BY THE ORGANISERS. COMPETITORS WILL NOT BE ALLOWED TO START THE EVENT UNLESS THE CORRECT DECALS ARE AFFIXED. THIS IS A SAFETY REQUIREMENT OF THE EVENT, AND WILL BE STRICTLY ENFORCED, NO EXCEPTIONS.

Identification to be affixed to the motorcycle as follows; A forward-facing white number plate and two (2) side number plates 200mm wide x 200mm deep.

All number plates on all machines **MUST** comply with the GCR's.

20. ROUTE INSTRUCTIONS:

The Organisers will provide each crew with a copy of the Route Instructions in a "scroll" configuration, 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 technical inspection requirements. Route Instructions for subsequent legs shall be issued from 18:00 the day prior to that leg, and will be available from the Event Headquarters. It is the Competitor's responsibility to collect route instructions.

Any alterations to the schedules or route instructions will be in writing, generally posted on the official noticeboard. The Organisers reserve the right to abandon, alter or postpone the event should in the opinion of the Organisers the course or any part thereof becomes impassable.

21. 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 Rally Safe prior to the event (not available at the event). This cost is a one-off expense, which will result in the competitor having the kit permanently in their vehicle for future events.

The Rally Safe 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 Rally Safe 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.

ALL MOTORCYCLES MUST BE FITTED WITH THE RALLYSAFE "LED" BOARD. After feedback from riders for many years, RallySafe have developed a remote LED light panel, with a second set of buttons (the same as the main unit) which can be fitted up higher in the rider's line of vision, to assist with being able to see the LED lights that coincide with the RallySafe screen (for Push to Pass, SOS, Hazards etc.) It is MANDATORY to use this, and the updated wiring harness/loom and LED board will be available for purchase direct from RallySafe. This has been developed especially for us, and will be implemented Worldwide following our event. Please note that you will need to purchase a new wiring harness to suit the LED Board; it will not work with existing RallySafe wiring.

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 competitors' 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 rider 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 competitors.

Push to pass functionality is also a feature allowing a competitor to warn forward vehicles of their intention to overtake greatly eliminating risks taken in dust or hazardous passing locations.

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.

THE MAXIMUM SPEED ON COMPETITIVE SECTIONS WILL BE LIMITED TO 190 KM/H.

Although not particularly relevant for the Moto Division, it is designed to make the overtaking process far safer.

21.CONTROLS

The location of Controls (start and finish of sections) will be disclosed in the route instructions. Passage Controls within competitive sections may or may not be specified in the route instructions. Controls will remain open until the arrival of the sweep vehicles.

Sweep vehicles will follow the last recorded competitor.

Control Signs at the Start of a selective section will be laid out as follows:

- 21.1 Yellow warning sign with clock approx. 25 metres from control point,
- 21.2 Red sign with clock at control point,
- 21.3 Red sign with flag marking the start of the selective section, and
- 21.4 Red sign with diagonal bars indicating end of control zone,

Control Signs at the Finish of a selective section will be laid out as follows

- 21.5 Yellow chequered flag about 100 metres before flying finish
- 21.6 Red chequered flag at the flying finish,
- 21.7 Red stop and red clock sign at the control point, and
- 21.8 Beige sign with diagonal bars indicating end of control zone.

Control Sign Diagrams

'START' CONTROL (Start of Selective Section)

YELLOW CLOCK	RED CLOCK	FURLED FLAG	DIAG. BARS
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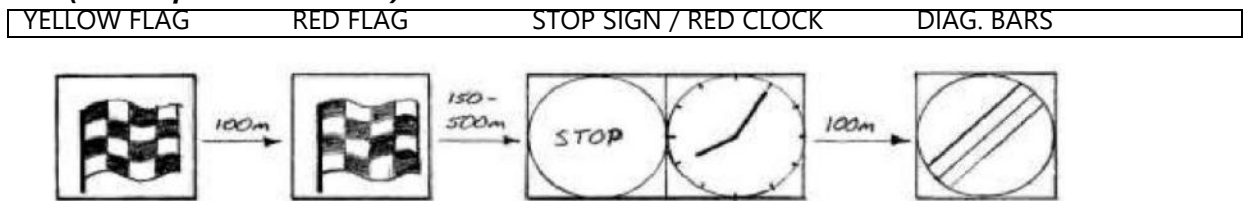


AT ENTRY
POINT OF
CONTROL
ZONE

CONTROL
POINT
(CARDS
MARKED)

START LINE
OF
SELECTIVE
SECTION

'FINISH' CONTROL (Finish of Selective Section)



THE WHOLE OF EVERY CONTROL ZONE IS 'PARC FERME'
– NO SERVICING ALLOWED

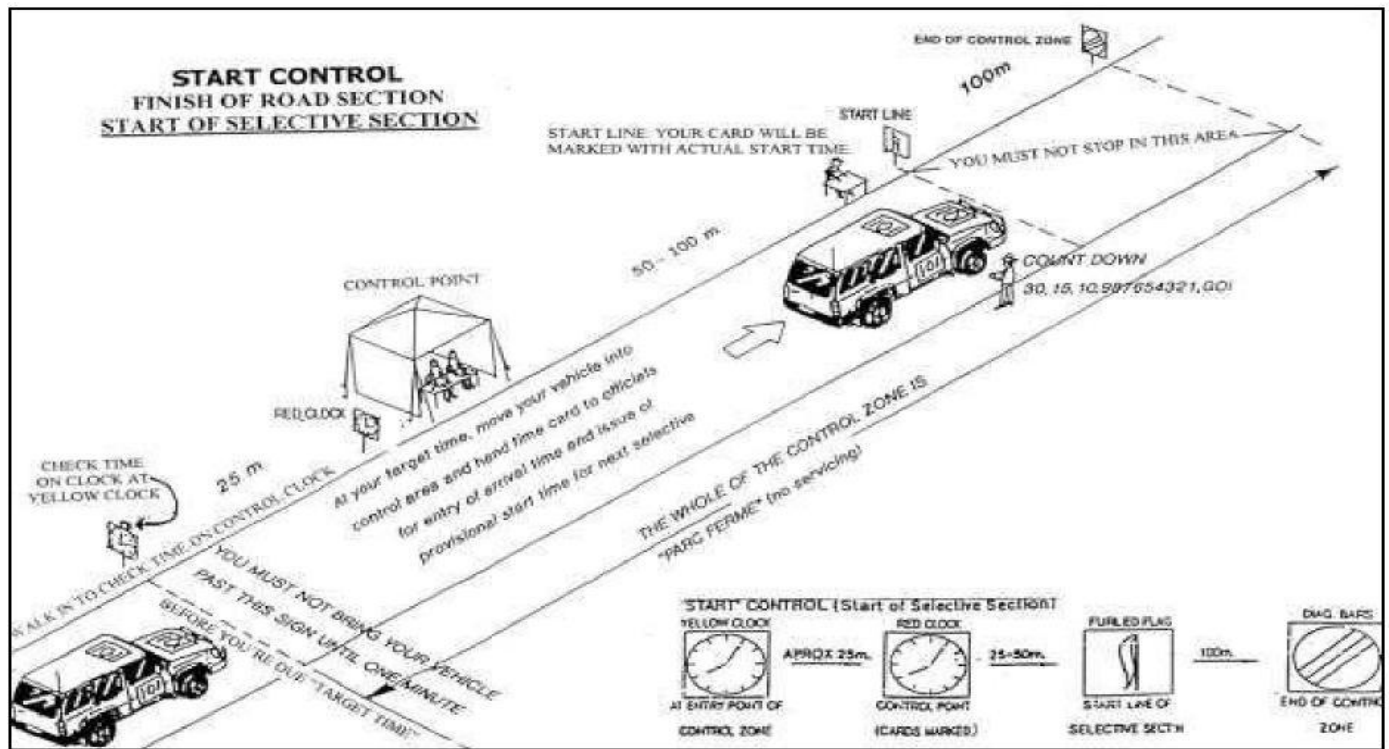
Control Procedure Start of Selective Section

- a) At the finish of a Transport section, the control official will enter the actual check-in time of the competitor on the time card. **Remember! The check in time is either the time the bike enters the control zone (i.e. passes the yellow "clock board ") or the time when the card is handed to the control official, whichever is the sooner. See diagram 'Start Control' following.**
- b) The competitor will be provided with a start time for the selective section, which will be three (3) minutes after the actual check-in time of the road section.
- c) The competitor moves to the start line where they will be started at the exact minute following a countdown by the Official.
- d) Intervals between successive bikes will be a minimum of one (1) minute.

Early Check in at Controls:

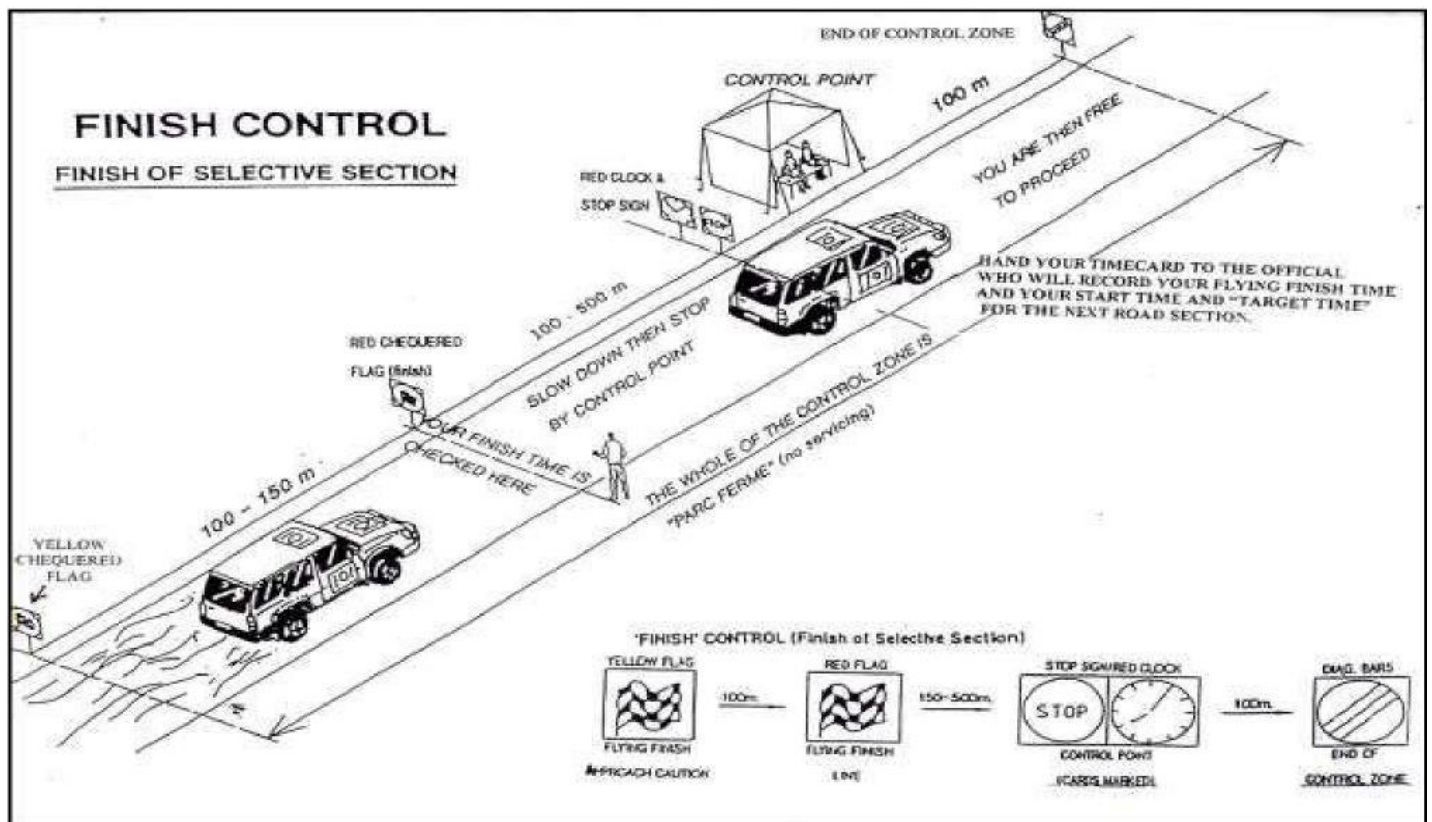
Competitors checking in early at controls will be penalised 2 minutes for every one minute they are early. There are two exceptions to this rule:

- Where a competitor is checking in to the end of leg control (at Wentworth Showgrounds), they may check in early without penalty,
- Where a competitor 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 competitor safety, and is **only permitted at the absolute discretion of the Event Director, Clerk of Course, or their appointed delegate.**



Control Procedure Finish of Selective Section

- The control official will record the flying finish time of the competitor as he passes the red chequered flag. See diagram **'Finish Control'** following.
- When the competitor stops at the control point the flying finish time is recorded on the time card.
- The control official then enters the start time for the next Transport section. This is the competitor's flying finish time but with the seconds disregarded (e.g. Finish= 15.23.45, then start = 15.23)
- The competitor leaves at once. **There is no countdown.**



Passage Control

In order to check that the competitors are on the correct route, passage controls may be set in place. The route instructions

may specify their exact location. These locations will be identified by:

- a) yellow sign with stamp about 100 meters before the passage control point,
- b) red sign with stamp - competitors will be held long enough to have identifying stamp recorded on their time cards, and
- c) Beige diagonal stripes (end control).

PASSAGE CONTROLS WILL BE LISTED IN ROUTE INSTRUCTIONS AS “PPC”.

(POSSIBLE PASSAGE CONTROL)

Zero Points:

These are similar to a Passage Control, save for the fact that the competitor does not require their time card to be noted. Zero Points required the competitor to completely stop, and remain stationary for a predetermined 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 competitor may continue. Failure to comply with this will lead to penalties up to disqualification.

Restricted Time Zones (RTZ):

Restricted Time Zones are locations where a competitor must remain within the defined zone for the prescribed period of time. They are used for scenarios such as mid stage refuels, where a specific time will be allocated, and competitors must remain in that location for the defined time period, regardless of if a particular task (such as refueling) has been completed in a lesser time. Time penalties for failing to comply with RTZ regulations will be applied, at the discretion of the Clerk of Course and/or Steward.

NOTE: IT IS FORBIDDEN TO TRAVEL IN THE OPPOSITE DIRECTION ON A SELECTIVE SECTION AT ANY TIME, WITH PENALTIES UP TO DISQUALIFICATION.

22. 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 competitor

-GATES WITH A YELLOW MARKER: gate should be closed upon arrival and **must be closed** once the competitor has passed through.

The only exception to this rule is when two or more competitors are close together and the last competitor in the group signals to the first competitor their intention to close the gate. Failure to close a gate when required to do so may render a competitor 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

23. DAMAGE TO PROPERTY

The owners of the properties we conduct the competitive sections on have very generously allowed us access, and that ongoing access is threatened by damage to the properties, farm infrastructure and stock/crops. The event organisers take this very seriously, and as such strict penalties (up to disqualification and monetary sanctions) will be applied to competitors found failing to report any damage they have caused. Reports must be made at Event HQ at the earliest available opportunity.

Please note that competitors are liable for the first \$1000 of any damage they cause, so it is strongly recommended to ride with an appropriate level of care and caution. Time penalties may also apply, up to disqualification.

24. TIMING

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 competitor 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 competitor 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 competitor 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.

Competitors 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 Course. Disqualification for exceeding the Late Time may be determined only at the end of a leg. Competitors 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, competitors 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 competitor’s 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.

Competitors 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.

25. "CUT AND RUN"

If a competitor 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 competitor will incur the maximum penalty for missing the section(s), which is equal to 200% of the time allowed for each Selective section missed. The penalty for missing Transport sections is equal to 100% of the time allowed for each Transport section missed.

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

Competitors 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 competitor may leave the prescribed course only at a Control point, and never from within a Selective section or a Transport section.

Competitors 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 competitor 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.

26. COMPASSIONATE TIME

The Event Organisers may, entirely at their discretion, refund time lost by a competitor through stopping to assist another competitor 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 Course no later than 30 minutes after the end of a leg. The Clerk of Course will determine the outcome of that application at his own discretion, and based upon the information at hand.

27. STARTING ORDER

The starting order for Leg 1 will be determined by seeding, based on past results. It is therefore to the competitor's advantage to provide as much information (from previous events) on the entry as possible. The decision of the Clerk of Course 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 Clerk of Course will determine which Motorcycle\Quad starts first.

28. CHANGES OR ALTERATIONS TO THE EVENT

The Clerk of 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 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.

29. PROTESTS

All decisions of the Organisers and their appointed officials shall be final. Any protest against these decisions must be lodged in accordance with the provisions of the GCR's.

30. PENALTIES

Competitors alleged to have committed the following offences may be subject to an additional penalty as the Steward of the Event may impose (e.g.: fines, time penalties, disqualification from a group or class, disqualification from the Event). Such penalties are in addition to those imposed by the Clerk of Course.

- 1) Misrepresentation of details relating to the eligibility of competing vehicle(s) and/or competitor(s),
- 2) Failure to comply with the Organisers safety requirements,
- 3) Failure to obey any reasonable instruction of an official,
- 4) Deliberate baulking or shunting of a competitor, or obstruction of the course,
- 5) Willful damage to, or interference with public or private property,
- 6) Willful interference with course markers,
- 7) Falsification of entries on time card,
- 8) Exceeding statutory speed limit, as recorded by the Organisers or reported by the relevant authorities,
- 9) Acting in a manner detrimental to the interests of the Event in motor sport,
- 10) Failure to report to the Organisers an accident involving a member of the public,
- 11) Failure of a competitor to wear a safety helmet, after due warning by an official,
- 12) Failure to stop at a monitoring control when directed to do so,
- 13) Carriage and/or consumption of intoxicating liquor,
- 14) Booking in early at the end of road sections,
- 15) Failure to close a gate to the satisfaction of the Organiser,
- 16) Servicing or refueling outside of the nominated areas,
- 17) Failure to report intention to "cut and run" to the major control at the start or finish of the section from which the competitor is withdrawing.
- 18) Failure to follow the course in its entirety (i.e. short cutting any part of the course) as defined by the Route Instructions issued by the Organisers.

GENERAL PENALTIES:

As per the following table:

Summary	CoC	Disqualification	Time Penalty	Monetary Penalty
Carrying intoxicating liquor in competing vehicles	X	Up to disqualification		
Consumption of intoxicating liquor by competitor during each day's competition	X	Disqualification		
Failure to attend compulsory briefing	X	Up to disqualification		\$100
Towing vehicles through control area	X	Up to disqualification		
Dangerous or reckless high-speed towing	X	Up to disqualification		
Exceed Statutory Speed Limit	X	Disqualification		
Exceeding maximum speed on competitive		Up to		
Late technical inspection without arrangement	X	Up to disqualification		\$100
Service Crews servicing and/or refueling in non-allowed areas	X	Up to disqualification		
Missing selective and road sections	X		200% - selective 100% - road	
Loss of time card	X		Up to 30 min each card lost	
Falsification of time card	X	Disqualification		
Failure to close gate	X	Up to disqualification	30 mins	

Competitor baulking, obstructing or shunting another competitor	X	Up to disqualification	Up to 30 Mins	
Compassionate time refund	X			
Failure to report death or injury to stock, and/or damage to property	X		60 mins	Up to \$1000
Failure to report an accident involving a member of the public	X	Disqualification		
Failure to comply with Safety of Competitors regulations	X	Up to disqualification	30 mins	

Book in early – Road Section	X		2 min per min	
Exceed late time	X	From results of that Section		
Unauthorised correction or amendment of Time Card	X	Disqualification		
Failure to hand in Time Card at Control or absence of Passage Control stamp where	X	Up to disqualification		
Failure to comply with Zero Point procedures	X	Up to disqualification		
Early book in at Selective Section Start	X		2 min per min	
Late book in at Selective Section Start	X		1 min per min	
Wrong direction on route	X	Up to disqualification	30 mins	
Stopping after flying finish warning and before control stop point	X	Up to disqualification	30 mins	
Failure to follow the course in its entirety (i.e. short cutting the course)	X	Up to disqualification		
Selective sections - jumping the start	X		1 min per min	
Road sections – early arrival	X		2 min per min	
Road sections – late arrival	X		1 min per min	
Missing, re-entering or leaving WD from a Major control	X	Up to disqualification	30 mins	
WD at Passage control	X	Up to Disqualification	30 mins	
Failure to report damage to Organisers	X		60 mins each time	
Failure to dismount prior to refueling	X		15 mins each offence	
Use of tear offs – 1 st Offence	X		15 mins	
Use of tear offs – 2 nd Offence	X		30 mins	
Use of tear offs – 3 rd Offence	X	Disqualification		

Further Instructions:

Competitors shall be issued with a set of Further Instructions from the Organisers prior to the event, and these will contain additional information, or any alterations applicable from these regulations.