



NOVEMBER

2008

**SUPPLEMENTARY
REGULATIONS**

LIST OF CONTENTS

	Page
EVENT PROGRAMME	2
GENERAL INFORMATION	4
ORGANISATION	
ARTICLE 1 ORGANISATION	5
ARTICLE 2 EVENT DESCRIPTION	6
ARTICLE 3 COMPETITOR ELIGIBILITY	6
ARTICLE 4 VEHICLE ELIGIBILITY	7
ARTICLE 5 ENTRY FORM, ENTRIES AND ENTRY FEE	8
ARTICLE 6 SERVICING AND REFUELING	9
ARTICLE 7 CREW BRIEFING	9
ARTICLE 8 RECONNAISSANCE	9
ARTICLE 9 MAPS	9
ARTICLE 10 ODOMETER CHECK	9
DOCUMENTATION & SCRUTINY	
ARTICLE 11 DOCUMENTATION AND SCRUTINY	10
RUNNING OF THE RALLY	
ARTICLE 12 SHAKEDOWN	11
ARTICLE 13 RUNNING OF THE RALLY	11
ARTICLE 14 RETIREMENT AND REJOINING	11
ARTICLE 15 CONTROLS	11
ARTICLE 16 SCORING PENALTIES	12
ARTICLE 17 RESULTS	12
MISCELLANEOUS	
ARTICLE 18 INSURANCE	13
ARTICLE 19 ACCIDENT PROCEDURES/YELLOW FLAGS	13
ARTICLE 20 DRUGS IN SPORT	13
ARTICLE 21 COPYRIGHT	13
ARTICLE 22 PROTESTS	13
ARTICLE 23 POSTPONEMENT, ABANDONMENT OR CANCELLATION	13
AWARDS	
ARTICLE 24 PRIZES, TROPHIES AND AWARDS	14
ARTICLE 25 PRIZE GIVING FUNCTION	14
APPENDICES	
APPENDIX I VEHICLE SIGNAGE DIAGRAM	15
APPENDIX II EVENT ITINERARY	16
APPENDIX III TOURING STAGE	18
APPENDIX IV VEHICLE REGULATIONS	19
APPENDIX V SYMBOLS AND ABBREVIATIONS USED IN THE ROUTE INSTRUCTIONS	25
APPENDIX VI MAP OF REFUELING AREA	29

EVENT PROGRAMME

	14 May 2008		
	⊕ 0800hrs	Expressions of Interest Open	Secretariat
<hr/>			
	7 August 2008		
	⊕ 0800hrs	Entries Open	Secretariat
<hr/>			
	30 September 2008		
	⊕ 1700hrs	Entries Close	Secretariat
<hr/>			
	1 October 2008		
	⊕ 1700hrs	Vehicle Identity & Status Declaration forms to be lodged	Secretariat
<hr/>			
	5 October 2008		
	⊕ 1700hrs	List of entries published	Secretariat
<hr/>			
	31 October 2008		
	⊕ 1600-2100hrs	Pre-start scrutiny/safety check/documentation	Service Park, Mt Buller
<hr/>			
Saturday	1 November 2008		
	⊕ 0900-1200hrs	Pre-Start scrutiny/safety check/documentation continues	Service Park, Mt Buller
	⊕ 1100hrs	Latest time for a change of crew member	
	⊕ 1100hrs	Latest time for vehicle change (inclusive of scrutiny)	
	⊕ 1200hrs	Crew Briefing (compulsory, all crew members) Prologue Start order Published	Theaterette , Mt Buller
	⊕ 1500 -1730hrs	Shakedown runs	Official Notice Board Mt Buller Staging Area, Mt Buller
<hr/>			
Sunday	2 November 2008		
	⊕ 0800hrs	Procession to Start of Leg1	Service Park, Mt Buller
	⊕ 0830hrs	Start leg 1	
	⊕ 1230hrs	Service/Lunch/Regroup	
	⊕ 1330hrs	Procession to Start of leg2 commences	Service Park, Mt Buller
	⊕ 1350hrs	Start leg2	
	⊕ 1750hrs	Last car enters Service Park	
	⊕ 1830hrs	Posting of Unofficial Leg 1+2 Results	Official Notice Board
	⊕ 2000hrs	Official Start List for Leg 3 Posted	Official Notice Board,

Monday	3 November 2008		
⌚	0800hrs	Procession to Start of Leg 3 commences	Service Park, Mt Buller
⌚	0830hrs	Start leg3	Service Park, Mt Buller
⌚	1230hrs	Service/Lunch/Regroup	
⌚	1330hrs	Procession to Start of leg4 commences	Service Park, Mt Buller
⌚	1350hrs	Start leg 4	Service Park, Mt Buller
⌚	1800hrs	Last Car into Parc Ferme	
⌚	1815hrs	Post Event Scrutiny Commences	
⌚	1915hrs	Posting of Provisional Results	CFA, Mt Buller
⌚	1945hrs	Awards Presentation	CFA, Mt Buller
⌚	1945hrs	Rally HQ Closes	Official Notice Board, Mt Buller
			TBA, Mt Buller

GENERAL INFORMATION

RALLY ENQUIRIES:	Telephone: 0418 337 955 Facsimile: 03 9817 2152 Email: peter@mtbullersprint.com Website: www.mtbullersprint.com
CORRESPONDENCE:	Address all correspondence to: The Event Secretary Mt. Buller Sprint Pty Ltd P.O. Box 36 Camberwell Vic 3124 No responsibility will be accepted by the organisers for any correspondence sent to any other address
RALLY HEADQUARTERS:	Until 1700 hrs Wednesday 29 th October 2008 2 Barnsbury Rd. Balwyn Vic 3103 Friday 31 st October to Monday 3 rd November 2008 Mt Buller buslines office Mt Buller
OFFICIAL NOTICE BOARD:	Friday 31 st October to Monday 3 rd November 2008 Mt Buller buslines office Mt Buller
MEDIA ENQUIRIES:	Event Secretary – Tim McNeilly 0401 905 777 tim@mountainmotorsports.com.au
MEDIA CENTRE:	Mt Buller Buslines , Mt Buller - Mt Buller

DRAFT

ORGANISATION

ARTICLE 1 - ORGANISATION

- 1.1 The **2008 Mt. Buller Sprint** will be a National Special Stage (Tarmac) Rally, run under the provisions of the the National Competition Rules (NCR) of the Australian Autosport Alliance (AASA), these Event Supplementary Regulations and any authorised Bulletins..
- 1.2 'The Event' will be conducted using "A to B" Timing
- 1.3 The AASA Permit Number authorising 'The Event' is TBA
- 1.4 The Organiser and Promoter of the **2008 Mt Buller Sprint**, will be Mountain Motorsports Pty Ltd (ABN 38 006 488 473 of P.O. Box 36, Camberwell 3124.
- 1.5 **OFFICIALS OF THE RALLY**

AASA Stewards of the Meeting

To be appointed by AASA

1.6 **ORGANISING COMMITTEE**

Clerk of Course
Director
Deputy Clerk of Course
Secretary
Competitor Relations Officers

Emergency Services Manager
Medical Services Manager
Results Manager
Media Manager
Technical Advisor
Chief Scrutineer

James Taylor
Peter Washington
Anthony Jenkins
Tim McNeilly
Mat Ishac
Belinda Taylor
Martin Doxey
Travis Crane
Bruce Foote
Graeme Sedgwick
Mike Pinder
Paul Grey

ARTICLE 2 - EVENT DESCRIPTION

- 2.1 'The Event' will include a non-competitive 'shakedown' and a minimum of 8 Special Stages, which have a minimum total Special Stage distance of approximately **130 kms** and the minimum overall length of approximately **270kms**. All Special Stages and Liaisons will be on tarmac.
- 2.2 'The Event' will consist of a minimum of 2 shakedown runs on Saturday 1st November, minimum of four (4) Special Stages on Sunday 2nd (Leg one and two) and a minimum four(4) Special Stages on Monday 3rd (Leg Three and four). 'The Event' will use public roads with the Competition Special Stages run on the Mt. Buller Tourist Road.
- 2.3 Competition in the first, second and third Legs will be conditional on the vehicle having started in the Shakedown but not necessarily finishing, unless application for exemption is made to a CRO for exceptional circumstances, and approval is obtained from the Stewards.
- 2.4 Crews may rejoin the event between stages, subject to inspection of the car by the Chief Scrutineer, and approval from the Clerk of Course, though the competitor shall not be eligible for classification in the leg in which they rejoin the event.
- 2.5 The slowest stage time shall be deleted from the results. i.e competitors slowest time will not count toward final results.

ARTICLE 3 - COMPETITOR ELIGIBILITY**3.1 Competition:**

Both driver and co-driver shall hold, as a minimum, a current **AASA Rally Licence**

3.2 Competitors:

Competitors which are companies, etc. or who are individuals who do not hold another competition licence which allows them to enter the vehicle, shall hold the relevant AASA Competitor Licence.

3.3 All drivers and co-drivers who intend driving shall possess current civil driving licences issued by the appropriate State government authority.

3.4 Either crew member may drive the vehicle during the course of the series providing that they present their current civil driving licence and the appropriate AASA licence for scrutiny at Documentation, except as noted in Regulation 3.5 below.

3.5 Each crew member that will drive the competition vehicle shall be the holder of a Civil Driver's Licence.

3.6 Driver Experience

All drivers, and co-drivers (i.e. crew members who intend to drive on any stages) are required to satisfy the organisers that they have appropriate motor sport driving experience and competence to participate in the series. Demonstrated competence can also include having successfully participated in a suitable and approved, driver training course. It is strongly recommended that all intending drivers should drive the specific vehicle in which they are to compete, immediately prior to the event under conditions similar to those which will be experienced during the series.

The Clerk of Course is appointed by the Organisers as the Judge of Fact with respect to being satisfied as to the acceptable motor sport driving experience of competitors.

3.7 The criteria for driver acceptance shall be experience gained as follows:-

Participation in previous Tarmac Rallies, (eg. East Coast Classic, Targa Tasmania, Rally Tasmania or similar) or any prominent Touring Road Event (TRE) which included closed road events in the format, is deemed to be acceptable experience. **Intending driving competitors shall have driven a minimum of 10 special stages in the last 5 years to qualify.** Notwithstanding all of the aforementioned, the Organisers reserve the right to review and not accept the entry of any driver who has been identified in the past or is consistently involved during this series, in any officially observed incidents.

Circuit Racing - A competitor who has been involved in circuit racing and holds a minimum Provisional Circuit Racing licence is acceptable, providing they obtain a AASA Rally Licence. This is extended to include hill climbs, super sprints and lap dashes. Drivers with Speedway and Go-kart experience will be required to have had additional experience in circuit racing, acceptable TRE's, hill climbs or sprint type Multi Club events.

Rallying – Gravel Rally experience at State, National or International level is acceptable, however, Club level gravel rallying only is not normally acceptable if the experience is not combined with some other form of motor sport (eg. hill climbs or lap dashes, etc.).

Participation in such events as Bashes and Touring Road Events is not necessarily acceptable and will depend on how many such events, their status and the nature of the competition contained therein, the driver has participated in and the combination of experience stated herein, with other forms of acceptable motor sport.

Attending an approved Driver Training Course, specifically with the emphasis on tarmac stage or circuit driving competence is acceptable. This aspect is highly recommended for all first time crews and is available through a Approved National Rally Licence evaluator.

3.8 **Apparel:** Crews must comply with AASA Regulations in regards to apparel.

- 4.2 All Competition vehicles shall be the subject of a current AASA Passport.
- 4.3 A vehicle which does not comply with the eligibility requirements, as defined in these Supplementary Regulations may be entered as a Promotional Vehicle at the discretion of the Organisers. All safety requirements as set down in these Supplementary Regulations and applicable AASA regulations shall be complied with, and modifications permitted will be specified by the Organisers. The crew shall comply with all AASA Licensing and apparel requirements.
- 4.4 **Tyres**
- 4.4.1 **Maximum number of wheels/tyres permitted**
There is no restriction on the number of tyres that may be used.
- 4.4.2 **Carriage of spare wheel/tyre on boot lid** - Where permitted, wheels/tyres may be carried on the rear boot lid provided the fitting devices satisfy the Chief Scrutineer as to their safety and suitability and that rearward vision is not unduly obstructed.
- 4.4.3 Scrutineers shall be considered Judges of Fact for all matters relating to wheels and tyres.
- 4.5 **Numbers and Signage**
- 4.5.1 All event signage shown in Appendix I of these regulations, must be affixed to the vehicle prior to passing pre event scrutiny and remain on the vehicle for the duration of 'The Event'. Failure to meet this condition will result in the competitor being reported to the Stewards of the Meeting for consideration of a penalty.
- 4.5.2 The Organisers reserve the right to issue additional event sponsors decals and shall require them to be displayed prominently on all competing vehicles.
- 4.5.3 Driver and Co-driver names may be displayed on both sides of the vehicle, on the rear side glass, or vehicles without rear side glass may display them on the upper, rear section of the front mudguards.
- 4.5.4 No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organisers.

ARTICLE 5 - ENTRY FORM, ENTRIES AND ENTRY FEE

- 5.1 Intending competitors in the 2008 Mt Buller Sprint are required to submit an Expression of Interest form, which shall be accompanied by a Deposit of \$1000.
- 5.2 On receipt of a fully completed and approved event Expression of Interest form, a formal invitation to enter shall be forwarded by the Organisers, if the application is deemed to be appropriate.
- 5.3 Competitors shall complete full payment to compete in the 2008 Mt Buller Sprint, prior to 1700 hrs Tuesday 30th September 2008.
- 5.4 The full entry fee for a car and two-person crew in the 2008 Mt. Buller Sprint is **\$3000.00 (incl. GST)**.
In addition, the invitation will include an Official Entry Form. Fully completed entries, together with the full entry fee shall be in the possession of the Organisers not later than **1700hrs on 11th October 2008**. No responsibility will be accepted for any entry sent or delivered to any address other than as stated in General Information of these Supplementary Regulations. Cheques, money orders and postal notes shall be in Australian dollars and shall be made payable to Mountain Motorsports Pty Ltd.
- 5.5 **Fee Installment Payment**
Having paid their Deposit Fee, and having received an invitation to enter from the Organisers, competitors shall the balance of their entry fees as one payment with the submission of their entry form.
- 5.6 Entries open **0800hrs on 26th August 2008**,
~~on 26th August 2008,~~
- 5.7 Entries close **1700hrs on 11th October 2008**.
- 5.8 The number of entries will be limited to 120 plus 10 places reserved for sponsors and media at the discretion of the Organisers. Entries received in excess of these entries are accepted on a conditional basis only. Entries will be accepted and confirmed on the basis of date of receipt of the completed Entry Form and payment of the full entry fee.
- 5.9 The entry confirms that the following will be provided to competitors:
a) AASA Public Liability and Personal Accident insurance for all crew members. (refer to the current AASA Manual).
b) Competition start in all 'The Event's' Special Stages, all Categories
c) Set of all official maps and/or roadbook route instructions.
d) Two door panels with car numbers, rally signage and any additional event sponsor decals as issued.
e) Event merchandise.
f) Two tickets to the presentation function.
- 5.10 By entering 'The Event', Competitors agree to be responsible to pay any costs incurred by the Organisers with respect to damage to Third Parties property and/or assets caused by any incident that the crew may be involved in during the event up to the amount of any excess payable by the Organisers.
- 5.11 Where the nominated competitor is a legal entity, or in any other case not part of the crew, the 'Driver' named on the nomination form will be held responsible for all liabilities and obligations of the competitor for the entirety of 'The Event'.
- 5.12 The Organisers reserve the right to accept or reject any entry nomination at their sole discretion and without explanation, in which case all fees paid shall be refunded in full
- 5.13 **Alteration To Entries**
- 5.13.1 The competitor may change any crew member upon written notification to the Organisers up until and including Documentation on 31st October and 1st November 2008, as applicable depending on competition number. Substituted crew members' licences and other documentation shall be fully in order for acceptability in the category entered. If there is a discrepancy, the competitor will either have to down grade the category (ie. from Competition to Promotional), or withdraw, as applicable.
- 5.13.2 The entered/competing vehicle may be changed upon written notification to the Organisers up until **0900hrs on Saturday 1st November 2008**. Should the eligibility of the substituted vehicle be unacceptable, the Organisers reserve the right to reject the substituted vehicle without explanation or alternatively re-classify the entered vehicle. The substituted vehicle shall be satisfactorily scrutineered by **1100hrs on Saturday 1st November 2008** to be eligible for acceptance.
- 5.14 **Entry Refunds**
The entry fee refund structure, should the entry be withdrawn prior to the commencement of 'The Event', is as follows:
a) If an applicant wishes to withdraw his/her Expression of Interest prior to receiving an **Invitation to Compete there will be a complete refund..** Once an Invitation to Compete has been issued, the deposit becomes non-refundable. Withdrawals will only be accepted in writing.
b) If a refund is requested (after the Invitation to Compete has been issued) on or before **19 July 2008**, all monies paid (less an administration fee of \$500.00) will be refunded, or all monies paid (less an administration fee of \$500.00) may be credited toward an entry fee for the 2009 Mt. Buller Sprint event. (Credit will be valid for the 2009 Mt. Buller Sprint event **only**).
- If a refund is requested after 27th September 2008, no money will be refunded, but all monies paid (less an administration fee of \$750.00) may be credited toward an entry fee for the 2009 Mt Buller Sprint event. (Credit will be valid for the 2009 Mt Buller Sprint event **only**)

Article 6 - SERVICING AND REFUELING

- 6.1 Up to 8 Service Crew members per competing car starting the rally may register. Properly registered service crew members are covered by AASA Personal Accident Insurance.
- 6.2 Time to service the vehicles will be allowed in the Service Park. It is mandatory that all servicing be done within the Service Park.
- 6.3 Refueling is only permitted in the event refueling area (See Appendix VI). Refueling will be available between each run. **All fuel is to be stored off the mountain. No fuel is to be stored at the service Park or refueling area. Arrangements have been made with the official fuel supplier to handle competitors fuel.**
- 6.4 The Organisers recommend that all Service Personnel wear neck to wrist to ankle fireproof clothing, balaclava and fireproof gloves during refueling.
- 6.5 In the Service Park, cars may only be washed by use of a sponge from a bucket. Where oils, solvents and degreasing fluids are used, all residues must be securely contained and not be allowed to come in contact with the ground. The use of pressure cleaners is prohibited. Breaches noted by an official of the rally will result in a report to the Stewards with a recommendation that a fine be applied.

ARTICLE 7 - CREW BRIEFING

- 7.1 A **COMPULSORY** briefing will be held **at 1200 hrs on Saturday 1st November 2008** at the theaterette, Mt Buller Village. The briefing is mandatory for both crew members, who shall sign the briefing attendance register prior to the commencement of the briefing and be present for its entirety.
- 7.2 A fine of \$110 per crew member will be levied at the discretion of the Clerk of Course for not attending any scheduled briefing as required by the Organisers and the crew member will be required to attend a separate briefing at a time prescribed by the Clerk of Course.

ARTICLE 8 - RECONNAISSANCE

- 8.1 There shall be no official Reconnaissance period for the course.
- 8.2 The use of Competition Rally Cars for reconnaissance is strictly forbidden. Any reconnaissance must be carried out in road-registered vehicles, which do not carry any sign-writing relating to the event. In the interest of community relations, we recommended that crews only drive the course twice for reconnaissance.
- 8.3 Any reconnaissance must be conducted within the designated speed limits and respecting all other traffic laws. Crews are also advised that the Road Traffic Act will remain in effect for the duration of reconnaissance and that all road rules must be observed (eg complying with advisory signs, obeying speed limits imposed and keeping to the left).
- During reconnaissance, roads **WILL NOT** be closed and crews are advised that they **DO NOT** have priority over other road users. Members of the public will also be using these roads and will be traveling in opposing directions.
- 8.4 Any violation of road traffic laws arising from reconnaissance of the route at any time prior to the event or practicing on public roads may lead to crew member/s concerned being denied permission to participate in 'The Event'.
- 8.5 Any person associated with any entered team found to be in breach of any of the reconnaissance regulations, or who acts in such a manner as to bring the rally into disrepute shall be subject to a substantial monetary fine & potentially other penalty, the level of which shall be at the Stewards discretion.

ARTICLE 9 - MAPS

- 9.1 An overall map will be included in the Road Books.

ARTICLE 10 - ODOMETER CHECK

- 10.1 The official survey vehicle for the event recorded 9.43km from the M 10km sign heading to Mansfield from Benalla on the Midland Highway. The stop point is the 50 km/h sign just after the bridge across Ford's Creek on left hand side entering Mansfield.

DOCUMENTATION & SCRUTINY

ARTICLE 11 - DOCUMENTATION AND SCRUTINY

- 11.1 Crews are required to present current versions of the following items at Documentation:
- AASA Pass Book/Competition licences (Competitor, Driver & Co-Driver)
 - Civil Driving licences for both Crew members (not required if the Co-Driver has a Navigator only licence)
 - AASA vehicle Passport
 - Vehicle licence/permit/registration papers
 - Third Party insurance extension (Queensland registered cars)
 - Completed Entry Form
 - Completed Scrutiny Form with all items marked NAFF (No Apparent Fault Found)
- 11.2 Documentation will be available during the following times. Documentation must be completed prior to presentation of that vehicle for a safety check. **All competitors are reminded that their vehicle must be scrutineered before the event start. Full scrutineering of vehicles will be held at Pitman Truck Sales 1850 – 1858 Hume Hwy Campbelfield 3061 on Saturday 25th October 2008 from 10am to 5pm. Interstate competitors will be scrutineered at Mt Buller On Friday 31st October from 3pm to 7pm and Saturday 1st November from 8am to 11 am.**
- A safety check for all vehicles will be conducted at the same time. These are:
Friday 31st October 2008-1500hrs to 1900hrs- Service Park, Mt Buller
Saturday 1st November- 0800hrs to 1000hrs 2008 -Service Park, Mt Buller
- 11.3 Road Books, Service Instructions, Door Panels and Organiser's Advertising will be available for collection upon completion of documentation.
- 11.4 Post event scrutiny will take place at Mt **Buller CFA** approx.15 minutes after the selected vehicles finish 'The Event'.
- 11.5 Preceding the podium finish those vehicles selected for post event scrutiny plus any others nominated by the Stewards will proceed to the Post Event Scrutiny location.
- 11.6 The remaining competitor's vehicles will be held in an Assembly Area for approximately 90 minutes after the last cars crossed the Finish Line or until the Stewards release the cars.
- 11.7 Competitors are advised that any in-car video or moving film cameras must be installed in the vehicle prior to scrutineering so that the camera and its mounting can be inspected.

RUNNING OF THE RALLY

ARTICLE 12 - SHAKEDOWN

- 12.1.1 The **SHAKEDOWN** will start from the entrance to the Service Park area at Mt Buller at 1500hrs on Saturday 1st November 2008.
- 12.1.2 The Starting Order for the **SHAKEDOWN** will be in the seeded order, based on past event performance and/or committee agreement.
- 12.1.3 After competing in the **SHAKEDOWN** the competitors are to return to the Staging Area.

ARTICLE 13 - RUNNING OF THE RALLY

The Organisers will locate an assembly area at the Service Park. The cars will then travel to the start of the stage in the order and at the time required by the organisers.

- 13.1 **General**
All vehicles are to follow the 00 zero car in convoy formation. Overtaking is prohibited. Seat belts must be worn by each crew member.
Any vehicle that fails to depart the Security park by the time the "0" car departs will forfeit their run and will remain in the Service Park.
Crews will be issued with a Time Card and a Provisional Start Time at the Time Control which is situated in the Mirrimbah Picnic Area. It is the crews' responsibility to ensure that they report to the Start Control at the correct provisional start time.
- 13.2 The start order for the rally will be determined based on past event performance and/or committee agreement..
- 13.3 The start order for each subsequent Leg will be posted on the Official Notice Board at 2000hrs on the preceding day, based on the progressive results of event, with the slowest car starting first.
- 13.4 The rally (shakedown) will start from Horse Hill at 1500hrs on 1st November.
- 13.5 The first car will finish the rally at Mt Buller Village at **1730 hrs** on **Monday 3rd November 2008** with the Podium Finish starting at 1800 hrs.
- 13.6 Cars will start each Special Stage at thirty (30) second intervals
- 13.7 **Regularity**
Eligibility for the Regularity is open to any road registered vehicle. All safety requirements for competition vehicles listed here in are to be adhered to.
The stage time nominated for each of the stages must not be lower than ten minutes thirty seconds (10:30 seconds). Any driver who completes the stage under this time will have, in the first instance, the time for the run forfeited. In the second instance will be penalized up to exclusion from the event, at the discretion of the Clerk of Course.
The objective of category is for each driver to complete each of his/her laps as near as possible to his/her nominated time. The driver who, at the end of competition has the least amount of penalty time accumulated will be classed as first, with second and third etc being the next least penalty time and so on.
Penalty time is the amount of seconds away from the target time accrued at the end of the stage.

ARTICLE 14 – RETIREMENT AND RE-JOINING RALLY

- 14.1 Competitors who withdraw from the rally must complete the form at the back of the Road Book – "Notification of Withdrawal From Rally" and submit it to a Competitor Relations Officer, Sweep Vehicle or a Control Official. They are to complete the form indicating if they are withdrawing from the Event altogether or if they will be rejoining, and if so, at what location.
- 14.2 Any competitor who stops on a Stage and is passed by the Fast Sweep is deemed to have withdrawn from that Stage. If they rejoin the stage they are to drive the stage abiding by all applicable road regulations.
- 14.3 Results will be determined by compiling all runs less the slowest stage time.

ARTICLE 15 - CONTROLS AND PARC FERMÉ

- 15.1 Crews may book in early to the End of Leg controls without penalty.
- 15.2 There will be no Parc Ferme

ARTICLE 16 – SCORING PENALTIES

16.1 Results will be determined by the application of time taken on all of the special stages plus any penalties, if any, for each competing crew. Total time for all crews will be expressed in hours, minutes and seconds.

16.2 **Timing Penalties**

The following penalties will also apply:

- a.) Entering a Control from the wrong direction.
- b.) Failure to report at a Time Control.
- c.) Failure to complete or start a special stage.
Penalty: 14 minutes per offence.
- d.) Receiving outside assistance or service in a no-service area.
Penalty: 14 minutes per offence, but not counted against Late Time.
- g.) Refueling in a non approved area.
Penalty: Up to EXCLUSION from 'The Event'.
As determined by the Event Stewards.

The following penalties will be the minimum applied to competitors reported to have exceeded the statutory speed limit on Liaison Sections of 'The Event':

For offences up to 30 km/h above the posted speed limit:

First Offence	5 minute penalty
Second Offence	5 minute penalty and \$200 fine
Third Offence	Exclusion

For offences over 30 km/h above the posted speed limit:

First Offence	Exclusion
---------------	-----------

As determined by the Event Stewards.

The number of offences means the number detected during the entirety of 'The Event', irrespective of speed.

ARTICLE 17 – RESULTS

17.1 Progressive Results will be distributed during the running of 'The Event'.

17.2 Unofficial Results at the end of each Leg will be posted on the Official Notice Board at the Event Headquarters and at the Mansfield Mt Buller Buslines office. Mt Buller Village

17.3 Provisional Results will be published at the end of 'The Event' on the Official Notice Board at the Event Headquarters and at the at the Mansfield Mt Buller Buslines office. Mt Buller Village on **Monday 3rd November at 1815 hrs.**

17.4 The Provisional Results will become Final **30 minutes** after posting subject to no protests being received.

MISCELLANEOUS

ARTICLE 18 - INSURANCE

Crews involved in accidents resulting in property damage are advised that they may be required to pay up to the first \$5,000 of any claim to rectify such property damage. Refer to the AASA Regulations for further details regarding insurance cover.

ARTICLE 19 – ACCIDENT PROCEDURES/YELLOW FLAGS

Crews should refer to the page in the front of the road book which details the action which must be taken in the event of an accident or if yellow flags are displayed on the course. Failure to adhere to these requirements will be reported to the Stewards of the Meeting for consideration of exclusion or other penalty.

A copy of the **SOS/OK** sign (minimum size 620sq cm) is required to be carried in the vehicle at all times.

ARTICLE 20 – DRUGS IN SPORT

Crew members may be required to submit to tests, which may indicate the presence of prohibited substances in accordance with the AASA Drugs in Sports Policy. Alcohol testing may be carried out at any time during the event. Competitors are reminded of the 0.00 blood alcohol level during competition

ARTICLE 21 – COPYRIGHT

It is a condition of entry, that vision taken from competing vehicles using in-car video or moving film cameras may not be used for commercial use or broadcast or used for transmission without the specific approval of the Organisers. Any vision taken in this manner may only be used for private purposes.

Further to this, any such vision shall be made available to the event Organisers on request at no charge who shall be able to use such video, film and moving images for any purpose whatsoever without any payment or encumbrance.

ARTICLE 22 – PROTESTS

Protests, if any, must be lodged in accordance with AASA NCRs. Protests relating to the due and proper compilation, assessment or publication of results of a competition shall be lodged within 30 minutes of their being placed on the official notice board.

ARTICLE 23 – POSTPONEMENT, ABANDONMENT OR CANCELLATION

The event may be abandoned, postponed or cancelled for reasons of force majeure in accordance with AASA NCRs.

AWARDS

ARTICLE 24 - PRIZES, TROPHIES AND AWARDS

Outright

1 st Outright	Trophies
2 nd Outright	Trophies
3 rd Outright	Trophies

Fastest Time

1 st Outright	Trophies
2 nd Outright	Trophies
3 rd Outright	Trophies

Classic

1 st Outright	Trophies
2 nd Outright	Trophies
3 rd Outright	Trophies

Class Awards

Trophies will be presented to the first three crews of each class in any of the eight stages.

Tarmac Magazine “ 8 Minute club”

Trophies

Muscle Car Awards

Trophies will be presented to the first three crews of the following class years:

Muscle cars – 1966 to 1971

Muscle cars – 1972 to 1978

Regularity Trophy

- 1st
- 2nd
- 3rd

The Organisers reserve the right to:

(i) Combine categories and or classes if a minimum of 3 entries is not reached. It will result in that category being amalgamated with the next highest a) capacity, or b) modification level. If no such category exists, the car will be eligible only for outright awards.

(ii) add to the awards up to the start of the event.

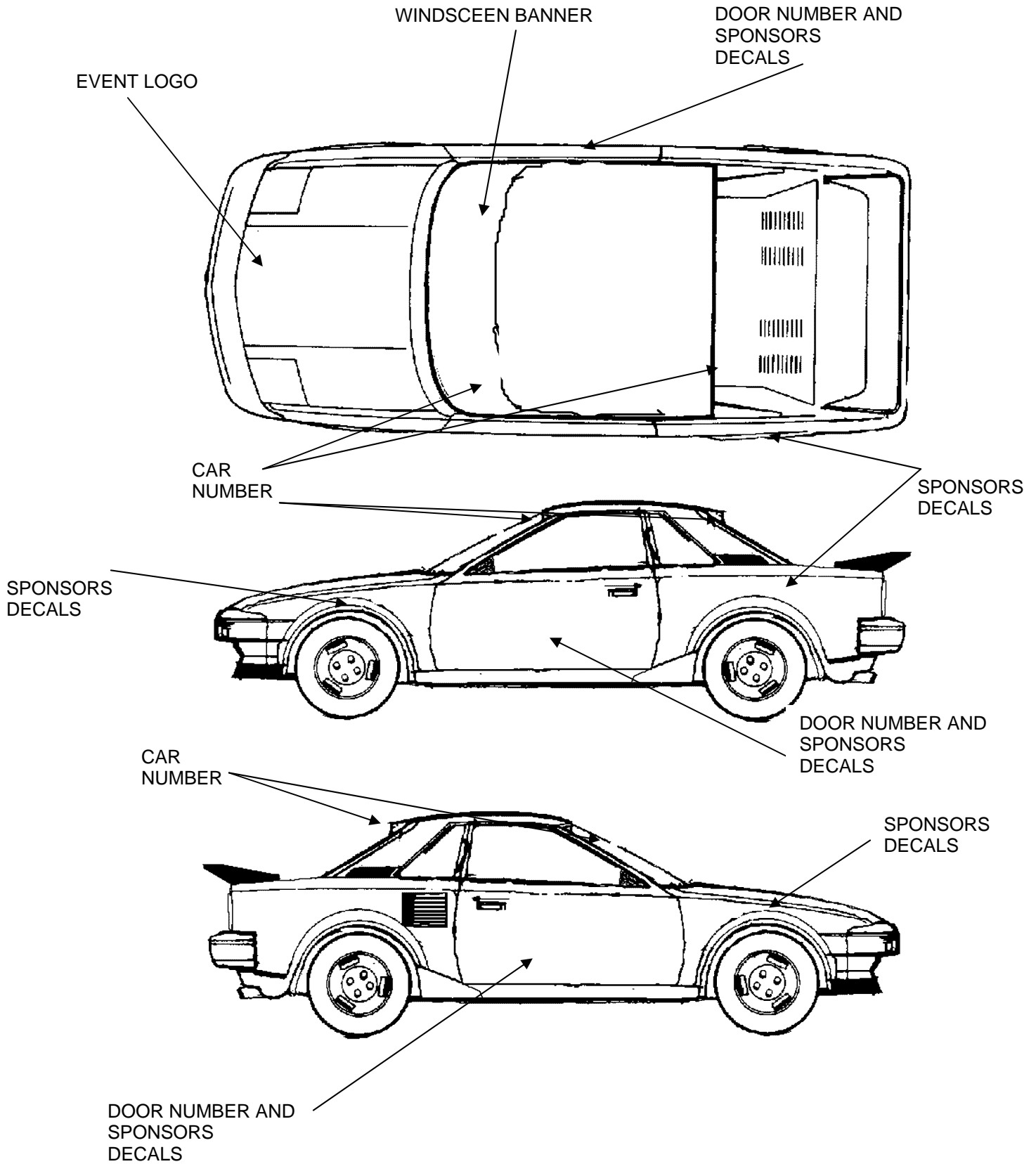
ARTICLE 25 – PRIZE GIVING FUNCTION

The Prize Giving function and presentation of awards will be held at the Cow Camp Plaza, Mt Buller Village, on **Monday 3rd November 2008** commencing **1845 hrs.**

Additional tickets are available for **\$35** per person by ordering through the entry form or **at Rally Headquarters by 2000 hrs on 25th October.**

Note: Two tickets are included with entry fee.

APPENDIX I - VEHICLE SIGNAGE DIAGRAM



APPENDIX III – TOUR

Touring stage

A touring stage **may** be conducted.

The requirements for all participants will be:

Maximum speed not to exceed posted speed limit

Cars are to be driven in a manner consistent with civil road rules

Cars are to be road registered

Cars are to be given a safety check prior to participation

A maximum of two (2) occupants

Seatbelts must be worn by occupants. Helmets are optional.

Crew to hold a AASA Licences

Crews are to be assembled at the start location, situated at the Mirimbah Picnic Area at the bottom of the mountain at a time to be advised in a further bulletin.

Special conditions

- a. Participants are to follow the tour leader (Official Vehicle) through the stage in convoy and normal safe driving practices are to be adopted at all times.
- b. Speed will be limited to the posted limits, irrespective of the road being closed to public traffic.
- c. Participants are not permitted to 'drop back' and then accelerate at high speed
- d. Overtaking is not permitted, unless a vehicle in front has mechanical problems and has slowed down perceptively and a clear signal to overtake is given by the overtaken driver.
- e. Observers, who will be Judges of Fact, will be located around the course to make judgements based on the following which are prohibited:
 - Participants not maintaining formation
 - Sliding or drifting
 - Locked wheels while braking
 - Driving off the edges of the sealed surface
 - Bodywork damage

Violations reported to the Clerk of Course will result in the following action being taken.

First Offence: Participant required to attend a Clerk of Course Hearing, who will consider the nature of the infringement and apply a penalty as deemed appropriate.

Second Offence: attend a further Stewards Hearing, who will consider a penalty as deemed appropriate.

Travelling along a stage in the wrong direction is forbidden for safety reasons and could lead to exclusion from the Tour &/or other penalty being applied.

APPENDIX IV

2008 VEHICLE REGULATIONS

C-01 GENERAL

C-01-01 All competing vehicles must comply with the AASA Regulations, these regulations and any further bulletins.

C-01-02 At all times the onus of proof of eligibility of the vehicle and/or components whether options or not will be the responsibility of the competitor by way of homologation papers, parts manuals, workshop manuals, etc.

C-01-03 The spirit of the regulations is to ensure that all vehicles compete in a condition, mechanically and visually compatible with the period being portrayed. Where any doubt exists between these Regulations and the original period specification, the latter will take precedence.

C-01-04 All vehicles must be registered for use on public roads . Temporary Rally permits validating the use of vehicles on public roads will be allowed, however, the onus is on the competitor to ensure all statutory requirements relating to the use of such permits/registration have been met.

C-01-05 The vehicle must be entered by the bona-fide owner of the vehicle, or in the case of a company, a person having the written authority of the bona-fide owner.

C-02-01 Vehicle categories

There will be two groups of vehicles in The Event.

GROUP 1 - CLASSIC

Covering the period up to and including 1981, Group 1 is reserved for vehicles manufactured up to the 31st December 1981 and will allow true competition between vehicles of many ages and engine sizes with driver skill, mechanical performance and reliability determining the outcome. Vehicle classes will be based on engine capacity. Group 1 will be further divided into SS (Standard Specifications), LMS (Limited Modified Specifications) and MS (Modified Specifications)

GROUP 2 - MODERN

For cars built after 1981. Group 2 is reserved for vehicles manufactured after the 1st January 1982 and is for high performance modern vehicles. Vehicle classes will be based on engine capacity. Group 2 will be further divided into SS (Standard Specifications), LMS (Limited Modified Specifications) and MS (Modified Specifications).

A vehicle will compete in one of the following vehicle categories within the specification division into which it has been invited:

Category 1 up to 1960

Category 2 1961 - 1981

Category 3 1982 on

Category 4 utes, all

Category 5 Group N and PRC cars

C-02-01-01 Vehicle classes

Each category will be further divided into the following classes based on engine capacity. If at the time of pre-start scrutiny a vehicle does not correspond in its presentation to the class in which it was entered, the vehicle may be transferred to another class by the organizers.

Category 1 (up to 1960)

1A Up to 1300 cc

1B 1301 to 2500 cc

1C 2501 cc and above

Category 2 (1961 - 1971)

- 2A UP TO 1600cc
- 2B 1601cc to 3000cc
- 2C 3001cc and above

Category 3 (1972 to 1981)

- 3A UP TO 1600cc
- 3B 1601cc to 3000cc
- 3C 3000cc and above

Category 4 (1982 to 1995)

- 4A Up to 1600cc
- 4B 1601cc to 3000cc
- 4C 3001 and above

Category 5 (1995 and above)

- 4A Up to 1600cc
- 4B 1601cc to 3000cc
- 4C 3001 and above

Category 6 (Utes all)

Category 7 Group N and PRC cars

Category 8 - Muscle Cars

Early years - 1966 to 1971
Late years- 1972 to 1978.

Category 9 – Diesel cars All Capacities

CARS ELIGIBLE TO COMPETE

- Sports cars (closed cars with no more than two seats).
- GT cars (closed cars with no more than one door on each side and no more than four seats).
- Models with two seats that have a competition history.
- Models without a specific competition history but which are considered by the Organisers to have a significant place in the history of the sporting automobile and to be in accordance with the spirit of the event.
- Historic & Classic Rally Cars.
- Period reproductions as and if approved.
- Group N – PRC rally vehicles

(Organisers may place further restrictions on eligible vehicles subject to these being defined in the supplementary regulations for the event)

C-02-03 MODIFICATIONS PERMITTED IN SS

Vehicles competing in Group 1SS may be modified as specified in the following regulations. Any item not specifically referred to under the following allowable modifications must remain original as supplied by the vehicle manufacturer. It is the responsibility of the competitor to provide all relevant information to the organisers and to demonstrate that all modifications to the vehicle are in accordance with the limitations specified.

C-02-03-01 Engine:

The original engine specification as supplied by the vehicle manufacturer for the make and model concerned, must be employed. Mechanical modifications are forbidden except for the following:

- (i) over boring is only permitted within the manufacturers normal specified reconditioning tolerances. (This is generally restricted to around 0.25mm increase in diameter).
- (ii) pistons are free, however they must be dimensionally the same as original, except for the diameter, which is only allowed to be varied as per (i) above.
- (iii) reconditioning of other engine components within the manufacturers' specified tolerances is permitted.
- (iv) the original head may be modified by the removal of metal only. The valve sizes must remain standard. The compression ratio must remain as standard.
- (v) camshaft timing and lift is free.
- (vi) for rotary engines, the only allowable modification is "extended porting". In addition, the exhaust port inserts must remain standard and in their normal place. "Bridge porting" or "peripheral porting" is not permitted.
- (vii) the original ignition system must be retained save that 'pointless' distribution operation may be substituted for breaker points. Freedom of mechanical and vacuum advance mechanisms is allowed, as is freedom of ignition wires, spark plugs, etc.
- (viii) turbochargers or superchargers, if fitted as original equipment, must remain standard, as must the method of controlling boost or pressure. The amount of boost or pressure must be standard as specified by the manufacturer.
- (ix) the complete original induction system must be retained, without additions or deletions. The components which control the quantity of fuel entering the combustion chamber may be modified, provided that they do not have any influence over the quantity of air admitted. Replacement air filter cartridges are permitted as long as they fit into the original air cleaner(s). Additional air ducting is not permitted. Fuel pumps are free.
- (x) the exhaust system is free past the point of entry into the first muffler. The exhaust pipe must exit at the original point on the vehicle.
- (xi) engine liquid cooling systems (ie water and oil) must remain as standard, although the radiator may be replaced by one of the same size, but of greater thickness. The original cooling fan(s) must be retained unaltered, but one additional electric fan may be added. Thermostats may be removed.
- (xii) air cooled engines must retain the standard system, although the speed ratio may be changed.
- (xiii) ancillary items such as starters, generators, etc., may be upgraded, provided that the original type is respected.
- (xiv) clutches may be upgraded only by the changing of springs, diaphragms or linings, however the remainder of the clutch assembly must be original.

C-02-03-02 Gearbox/Transaxle/Differential/Axles:

- (i) the original gearbox and final drive assemblies, as supplied by the vehicle manufacturer for the make and model concerned, must be employed.
- (ii) gearbox casings, gear selection mechanism and the number and ratios of forward gears must be original.
- (iii) limited slip differentials or similar are not permitted unless original equipment. The original final drive ratio must be retained.

C-02-03-03 Chassis/Sub-Frame/Monocoque:

Must be standard except for the fitment of rollover protection which must be within the passenger compartment. Seam welding is not permitted. Sump, gearbox and differential guards may be fitted, provided their primary function is to protect these components, and do not provide any additional stiffness to the structure.

C-02-03-04 Suspension:

- (i) save where varied elsewhere in article C-02-03-04, all original components are required to be fitted, but these may be strengthened by the addition of metal, provided it follows the contour of the original component. Seam welding is not permitted.
- (ii) the material used in suspension bushes must be original
- (iii) springs and/or torsion bars, shock absorbers are free, provided their original mounting points and method of operation are retained.
- (iv) anti-roll bars must remain as original.
- (v) additional location of leaf spring live axles is permitted only by the addition of two arms going from the front leaf spring mounting point on the chassis to the axle centre line. Spherical "rose joints" are not permitted in the construction of these arms.
- (vi) all suspension pick up points must remain in the standard position.
- (vii) The addition of braces for strut towers is not permitted.

C-02-03-05 Steering:

All original components of the steering system must be retained other than the steering wheel, which may be replaced by another of sympathetic style, that does not incorporate components, made of wood.

C-02-03-06 Coachwork/Bodywork:

- (i) the bodywork and body fittings in its entirety must be as supplied by the manufacturer, including materials.
- (ii) the use of any under trays, fairings, scoops, louvres, air intakes or exits are not permissible unless supplied by the vehicle manufacturer as standard equipment in original production.
- (iii) easily demountable windscreens may be replaced by another screen of a period type.
- (iv) the addition of any front and rear aerodynamic aids, side skirts and mudguard flares is not permitted unless supplied by the vehicle manufacturer as standard equipment in original production.
- (v) bumper bars must be retained, but over riders may be removed.

C-02-03-07 Brakes:

- (i) The original front disc or drum brake components may be replaced by others, provided that these originate from a production vehicle manufactured within 5 years either side of the vehicle's date of manufacture. Drum front brakes may be replaced by discs, provided upper and lower control arms are not altered
- (ii) Drum rear brakes may not be replaced by disc brakes. However they may be replaced by other drum brake components, provided that these originate from a production vehicle manufactured within 5 years either side of the vehicle's date of manufacture
- (iii) mechanical systems may be made hydraulic, although a mechanical handbrake must be retained.
- (iv) master cylinders are free, and dual tandem master cylinders are recommended.
- (v) boosters may be added or deleted.
- (vi) brake lining &/or pad material and hoses are free.

C-02-03-08 Interior:

- (i) the interior and fitments must be to original specifications, including materials.
- (ii) all original trim must be retained including door panels, roof lining, rear parcel shelf, consoles etc.
- (iii) the rear seat may only be removed &/or locally modified to permit the fitment of rollover protection or for the

- carriage of spare wheels. The rear luggage cover on hatchback vehicles may be removed for the same reason.
- (iv) all floor carpets may be removed.
 - (v) front seats occupied by the crew are free however its strongly recommended that fixed back, non reclining seats be installed (Next year any replacements will be required to comply with Schedule C)
 - (vi) additional electrical switches may be added, as may additional instruments, but all original switches and instruments are to remain in place and operating.
 - (vii) fuses in the electrical system can be replaced by circuit breakers.

C-02-03-09 Weight:

- (i) the minimum weight must be not less than the manufacturers original specifications, determined either by homologation papers, workshop manuals or sales specifications (in that order). This weight will be deemed to include all liquid tanks to be at the normal operating levels as foreseen by the vehicle manufacturer.
- (ii) minimum competition weight will be established by taking the minimum weight as established in (i), plus 43kg (for tools, jack, one spare wheel and safety equipment)
- (iii) for the purposes of confirming weight during the competition, the organisers may refer to the minimum competition weight of the vehicle plus the actual weight of the crew as measured at pre-start scrutiny.

C-02-03-10 Drive conversions:-

Conversion of a vehicle from left hand drive to right hand drive is permitted, provided all the components used in the conversion are those used by the factory for versions of the same model.

C 02-04 MODIFICATIONS PERMITTED IN LMS

Vehicles competing in LMS must comply with the provisions of SS, unless additional freedom of modifications are noted as follows. It is the responsibility of the competitor to provide all relevant information to the organisers and to demonstrate that all modifications to the vehicle are in accordance with the limitations specified.

C 02-04-01 Engine:

The cylinder block and head must be of the same make, type and material as originally fitted to the vehicle.

- (i) capacity may be increased beyond the original specification, and if so, the vehicle will be placed in the appropriate class.
- (ii)(iii)(iv)(v) all internal modifications are free.
- (vi) for rotary engines, "peripheral porting" is not permitted. Otherwise, all internal modifications are free.
- (vii) ignition systems are free. Electronic engine management systems are not permitted unless fitted as original, in which case their type is free, provided the replacement system is from the same period as the original system.
- (viii) turbochargers or superchargers must not be fitted, unless they were fitted as original, in which case their type is free, provided that the replacement item is from the same period as the original item and fits on the original manifolding. However, the remainder of the induction system must remain as original
- (ix) the complete induction system for normally aspirated cars is free, however fuel injection cannot replace carburettors, unless it was an option on another model of the same series. All replacement items must be from the same period as the original items replaced. Additional air ducting is permitted. Fuel pumps are free.
- (x) the complete exhaust system is free save that it must exit from the rear of the vehicle. In addition, relevant noise restrictions must be complied with. .
- (xi) engine liquid cooling systems are free, however the bodywork must not be modified to allow fitment, nor are additional air scoops permitted.
- (xii) air cooled engine cooling systems are free, provided the original type is respected.
- (xiii) ancillary items are free.
- (xiv) clutches and flywheels are free.

C 02-04-02 Gearbox/Transaxle/Differential/Axles:

- (i) same as SS
- (ii) the number of forward gears originally specified for the vehicle shall be retained, and the method of actuating the gear change must be original, otherwise the internal components are free (iii) the internal components of the differential are free.

C 02-04-03 Chassis/Sub-frame/Monocoque:

Same as SS, except that seam welding is permitted.

C 02-04-04 Suspension:

- (i) same as SS, except that seam welding is permitted.
- (ii) the material used in suspension bushes is free. The original design of the bush must be retained however, the position for the locating bolt relative to the walls is free. Rose joints/spherical bearings are not permitted unless original equipment.
- iii) springs/torsion bars, shock absorbers and their mountings are free.
- (iv) anti-roll bars are free.

(v) Altered location of leaf spring live rear axles is permitted by the addition of two locating arms. The design and position of these arms are free, provided no modifications to the bodyshell other than the addition of mounting brackets are made.

(vi) pick up points and material may be changed, and may be relocated to no more than 25mm from the original location

(vii) braces for strut towers are permitted, provided they are only connected at each tower, and are not connected at any other point of the chassis or bodywork.

C 02-04-05 Steering:

Same as SS, except that power steering from the same manufacturer may be fitted.

C 02-04-06 Coachwork/Bodywork:

(i) same as SS, except that lightweight panels may not be used unless they were fitted as standard equipment in original production, or were homologated for the make and model, and must be to those period specifications.

(ii) the addition of under trays, scoops, louvres, air intakes or exits are not permitted unless the entrant can prove their extensive use on the particular make and model in competition during the period in which the vehicle was manufactured.

(iii) same as SS

(iv) it is permitted to modify a vehicle by the addition of front and rear aerodynamic aids, side skirts and mudguard flares. However, for reasons of safety, these must be from a recognised model of the same body shape, and the items must be fitted in accordance with the total original package configuration.

(v) bumper bars and over riders may be removed.

C 02-04-07 Brakes:

(i) same as SS, except that the design and age of components are free.

(ii) any drum brakes on vehicles may be replaced by discs

(iii), (iv) (v) (vi) (vii) Same as SS

C 02-04-08 Interior:

(i) the interior and fitments may be varied but any alterations must be of period style.

(ii) trim must be retained for door panels, rear quarter panels, roof lining & rear parcel shelf.

(iii)(iv)(v)(vi) (vii) same as SS.

C 02-04-9 Weight:

(i) same as SS, except that the minimum weight of the vehicle must be not more than ten percent below the manufacturer's original specifications.

(ii) same as SS

(iii) same as SS

C-02-04-10 Drive conversions:

Same as SS

C-02-05 **MODIFICATIONS PERMITTED IN MS(pre 1981)**

Unless specifically permitted under these regulations, then no modification is permitted.

Any vehicle modified beyond the limits specified for Group LMS will be required to run in Group MS subject to the limitations of this regulation:

Engine

1. Block – must be original era substitute from the manufacturer of the entered car, manufactured prior to 31/12/1981, or be a replacement item as per original. Substitute engines must be of the same type and configuration, same number of cylinders and material as the original.
2. Heads – standard or substitute from manufacturer of the car is permitted. The same configuration must be retained (eg. twin cam cannot replace SOHC). Material is free.
3. Engine internals – Pistons, crank, rods etc are free.

4. Capacity – Whilst presently capacity is free, competitors should be aware that increases in capacity may be controlled in the future. The car will be classified according to its capacity, inclusive of any supercharging and rotary equivalence factors.
5. Ignition – Free, save that advance must be controlled mechanically and that no electronic control of the ignition system may be employed.
6. Induction – Free.
7. Exhaust - the complete exhaust system is free.
8. Supercharging – which shall include turbocharging, is permitted only on cars which were so equipped in the era, but is otherwise free.
9. Cooling System - Free, including modifications of the radiator support panel to fit the cooling system. Oil coolers are free.
10. Lubrication – The sump and lubrication system is free, including the addition of a dry sump lubrication system.
11. Clutch and Flywheel – Free
12. Ancillary Items - Free

Gearbox / Transmission

1. Save that the original principal/configuration is to remain (eg. transaxles are not to replace a gearbox), gearboxes or transaxles are free provided they have no more than five (5) forward gears and one (1) reverse gear, unless the vehicle had more than five forward gears as original.
2. Other than where permitted under (Chassis/Sub-Frame/Monocoque), the gearbox must fit into the original bulkhead and gearbox tunnel area in rear drive vehicles, or into the engine bay for front drive vehicles without any modifications to the body other than changes for revised gearbox mounts and for the entry of the gear lever mechanism into the cabin, which are permitted.
3. The bell housing is free.
4. Drive shafts are free.
5. The original method of actuating the gear change, (eg "H" pattern, pre-selector) must be retained. Sequential shift gearbox conversions are specifically not permitted. Column gearshifts may be converted to floor gearshifts.
6. The basic configuration of the rear axle housing must be as originally fitted to the vehicle (eg. a live rear axle may not be changed to independent), but otherwise these components are free.
7. Gearbox and differential oil coolers are permitted, provided these can be mounted without any modifications to the outside bodywork, save for the addition of brackets. Welding &/or the drilling of holes purely for the purpose of fitment of such coolers is permitted.

Chassis/Sub-Frame/Monocoque

The original chassis/sub-frame/monocoque design must be retained, however production variants (eg. automatic) of the original bodyshell for that vehicle series are permitted. Seam welding is permitted, however any modifications other than those necessary to accommodate any freedoms permitted elsewhere in these regulations are prohibited.

Suspension

The general layout must be as original (eg: McPherson strut, dual wishbone, live rear axle, de Dion rear axle etc.), but is otherwise free.

Springs and shock absorbers and their mountings are free. Suspension pick up points locations are free.

Steering

Steering is free. Collapsible steering columns are highly recommended.

Wheels & Tyres

The minimum tyre aspect ratio percentages are:

SS & LMS MS

* up to 1946 70

* 1947 – 1971 50

* post 1971 40

The maximum wheel rim width on any vehicle shall not exceed 9", and the maximum wheel diameter shall not exceed 17".

Brakes

Brakes are free, subject to fitting within the confines of the permitted wheels and that no carbon, alloy or ceramic pads and/or discs are permitted.

Coachwork/Bodywork

(i) same as LMS, except that front mudguards, bonnet, boot lid or rear hatch of alternative material are permitted, provided they are of the same external shape as the original panel.

(ii) the addition of bonnet louvres, or front brake & engine oil cooling ducts within the bodywork are permitted, provided that they are non obtrusive.

(iii) same as SS, except that glass in all windows except for the windscreen may be replaced by any transparent material, which must be fixed and operate in the same manner as the glass replaced. Safety straps or clips on rear windows are permitted.

Interior

Except for door trim and dashboard, interior and fitments may be varied but any alterations must be of a period style and safe design.

C-03 MODIFICATIONS PERMITTED IN MS(post 1981)**1. Engine**

1.1 The cylinder block and head must be of the same make, type and material as originally fitted to the vehicle. (i) capacity may be increased beyond the original specification, and if so, the vehicle will be placed in the appropriate class.

(ii)(iii)(iv)(v) all internal modifications are free.

1.2 Accelerator cable may be replaced or doubled by another

1.3 Ignition: The make and type of spark plugs and high-tension leads are free. The distributor is free, subject to fitting the standard location.

1.4 Cooling System: The radiator is free, subject to not requiring modifications to the bodywork to fit. The thermostat is free as is the control system and the temperature at which the fan cuts in. The water pump is free.

1.5 Induction:

a) Carburettors: For cars fitted with carburettors, the intake manifold is free, and the carburettor/s may be replaced &/or modified providing the number of venturis does not change. The air filters and housing is free. The fuel pump and fuel pressure regulator is free.

b) Injection:

For **naturally aspirated** cars fitted with fuel injection, a maximum of four throttle openings (e.g. Butterflies) is permitted, the size of which is free. The inlet manifold is free. Fuel injectors and fuel pressure regulators are free. Air filters and housings are free.

For **turbo/supercharged** cars, the injection system other than the ECU must remain standard. The fuel pump and fuel pressure regulator is free. Replacement air filter cartridges are free subject to them being able to fit the original housing without modification to the housing.

1.6 Engine Management: The electronic control unit is free.

For all cars, sensors and actuators on the input side must be standard, as must their function. The rev-limiter is free and a device having only this function may be added.

The wiring loom to the electronic control unit may be modified within the last 100 mm of the plug for the sole purpose of modifying/replacing the ECU. As from 1 January 2007 the wiring loom to the ECU and its terminating plug are to remain unmodified and a patch lead may be used to enable connection to the replacement ECU. Provision must be made to remove any piggyback or new unit and replace it with the original unit without rewiring.

1.7 Lubrication: The fitting of baffles in the oil sump is authorised. The brand of replacement oil filter cartridges is free, providing the cartridge fits without modification and does not perform any function other than filtering the oil. Oil coolers are permitted. Dry sump lubrication systems are permitted. Oil tanks may not be located

in the cockpit. There may be no joins in oil lines in the cockpit

1.8 Engine Mounts: The material of the elastic part of the engine mountings is free. The number of the engine mountings must remain standard.

1.9 Intercooler: Where applicable, hoses may be replaced by any hose with the same internal dimensions.

2.0 Exhaust:

a) For NA cars the exhaust is free from the cylinder head, save that it must be muffled, and exit in the original location.

B) For turbo/supercharged cars, the following applies:

Standard to the entry into the first muffler, with the diameter being the maximum outside diameter of the remainder

of the exhaust system. The catalytic converter/s shall be retained.

2.10 Cylinder head gasket: The material is free, but the thickness must remain standard.

2.10 Cruising / maximum speed controller: This controller may be disconnected.

2.11 Supercharger or turbocharger: Hoses in the turbo system, the purpose of which is to carry air, are free. Boost pressure is free. The turbo system must remain otherwise original.

2.12 Pulleys: Ancillary pulleys and drive belts are free.

2.13 The clutch is free.

Other Modifications Permitted on MS Naturally Aspirated (NA) Models Only:

2.14 Valve train: Camshafts and valves (subject to the same number, location and type of operation), camshaft pulleys, valve springs and rocker arms are free, providing they operate on the same principle as the original.

2.15 Engine Internals:

- o Additional mechanical treatments, different from those carried out on the series production part, are allowed to be made to the crankshaft and con rods. E.g. shot peening, chemical/heat treatment

- o Pistons are free

- o 1mm overbore is permitted

2.16 Cylinder Head: Cylinder head inlet and exhaust ports may be modified only by the removal of metal.

1.17 Flywheel: free

Rotary Vehicles

2.18 Modifications to rotary engines rotors, housings and end plates may be effected only by the removal of metal. Rotary engines may be modified by the utilisation of the porting technique/s other than "Peripheral" porting.

2. Gearbox / Transmission / Final Drive

2.1 The casings and housings must be the same make and type as originally fitted to the vehicle;

2.2 The number of forward gears must be standard; otherwise the internal components are free;

2.3 The method of actuating the gears must be as originally specified for the vehicle;

2.4 The internal components of the differential, axles and drive shafts, are free.

2.5 Live rear axle equipped cars may be modified to incorporate floating rear hubs.

2.6 Shortened or 'quick' shifters which do not result in modification to the casings or housings are permitted.

3. Chassis / Subframe / Monocoque

3.1 May be prepared to FIA Group N specification. Refer:

http://www.fia.com/resources/documents/1208076023__AppJ_2004_Art_254.pdf

4. Suspension

4.1 Strengthening by the addition of metal is permitted, provided it follows the original shape, or contour, and is in contact with it.

4.2 Original suspension mounting points may be altered in design, but not in location.

4.3 Adjustable strut tops are permitted, providing that there is no modification to the bodywork in order to fit them.

4.4 Suspension bushings are free, provided that the design of the bushes is original and be of an elastomeric material. The bush offset of the hole within the bush is free.

4.5 Springs and their mountings, dampers and torsion bars are free.

4.6 Anti-roll bars and attachments are free; save that they may not be adjustable from the crew compartment.

4.7 The addition of braces for strut/shock absorber towers is permitted, provided they are only connected to each tower, and are not connected at any other point of the chassis or bodywork. Attachment of such a brace must be by bolts. The design of the brace is otherwise free.

5. Steering

5.1 The steering wheel may be replaced by another, provided it is not made from wood, and complies with civil regulations.

5.2 Reversal of the driving side is permitted, on the condition that the modified car utilises parts used are foreseen by the manufacturer for such conversion for the model in question or conversions retain the original steering type (rack & pinion etc), must retain the original steering geometry and is accompanied by an engineers certificate signed by an accredited engineer accepted by an Australian road authority.

6. Brakes

6.1 The complete braking system is free. Cooling ducts may be added, but these must be visually acceptable and not require modification of the coachwork. Modifications to allow fitment of pedal boxes and dual master cylinders are permitted.

7. Coachwork, Bodywork

7.1 Must be original;

7.2 Notwithstanding 7.1 above:

(i) Other than doors, the bodywork and body fittings in its entirety must be as supplied by the manufacturer, including materials, save that:

- For cars homologated by the FIA in Group 1 - 4. If the latter, the homologated bodywork must be to the period specification

&/or

- Front mudguards, bonnet, boot lid or rear hatch of alternative material are permitted, provided they are of the same external shape as the original panel. The following minimum specifications of alternative materials shall be respected: aluminium – 1.25mm thick; glass fibre/ glass fibre reinforced plastic – 3mm thick.

(ii) Additional air intakes for oil or brake cooling (apart from those fitted outside the bodywork) may only be fitted using original apertures in the bodywork. It is permitted to remove auxiliary lights or blanking plates and use these apertures for cooling ducts;

(iii) Aerodynamic aids must be as originally fitted to the vehicle series in production. 'Front and rear spoilers may be made from alternative materials but must retain the original shape and dimensions.'

8. Interior

8.1 Additional instruments and switches may be fitted.

8.2 The rear seat and the luggage compartment cover in hatchback design vehicles may be removed.

8.3 The seats occupied by the crew may be replaced with seats complying with AASA regulations

8.4 All carpets may be removed.

8.5 Interior roof lining may be removed and or modified.

8.6 Door linings may be replaced with a flat panel.

9. Electrical System

9.1 The wiring and electrical connectors, switches, fuses and circuit breakers, starting, ignition and generating systems are free. A panel incorporating additional/replacement switches and/or circuit breakers may be added.

10. Wheels and Tyres

Wheels and tyres are free subject to the following:

10.1 The prescriptions outlined elsewhere in these regulations and provided:

10.2 That the diameter and width is no more than the following;

Up to 2000cc – 16" diameter x 7" width

2000cc – 4000cc – 17" diameter x 7" width

Over 4000cc – max 18" diameter x 8" width

Unless fitted as original with larger, in which case the standard wheel is able to be utilised

Tyres must be in accordance with the provisions outlined elsewhere in these regulations.

Wheels and tyres must be covered by the mudguards.

C-03-11 The organisers reserve the right not to accept a driver/vehicle combination. Acceptance of a vehicle in one year does not necessarily mean that vehicle will be accepted in a following year/s .

C-03-12 Only vehicles with a production run of at least ten identical units will be eligible for the event.

C-04 FURTHER VEHICLE ELIGIBILITY

C-04-01 A vehicle which does not comply with the eligibility requirements may be entered as a Promotional Vehicle at the discretion of the organisers. All safety requirements set down in these regulations must be complied with, and modifications permitted will be specified by the organisers. The crew of the vehicle will not be eligible for any awards and will not be listed in any classification.

C-05 TYRES AND WHEELS

C-05-01 Tyres must be:

- D.O.T. approved and be marked with numbers and lettering by the tyre manufacturer which provide information about aspect ratio, speed rating and load carrying capacity.
- be commercially available and be for sale in general distribution

- satisfy the criteria of these Supplementary Regulations,
- be sold for use on public roads
- legal for road use in Australia, and Victoria in particular.
-

Subject to C-05-02 to C-05-07, tyres are otherwise free.

C-05-02 Tyres marked 'For Racing Purposes Only', or 'Not for Highway Use', (or similar) are prohibited.

C-05-03 Wheels may be replaced by others of a period style. Wheel diameters may be varied by a maximum of plus or minus two inches and width may be increased by a maximum of two inches. Tyres must have a minimum tread depth of 2mm across at least 60% of their surface at the beginning of a leg.

C-05-04 In accordance with the regulations of the Roads and Traffic Authority of Victoria tyres that have been grooved after manufacture, or have been re-grooved, are not permitted to be used.

C-05-05 The maximum wheel rim width on any vehicle shall not exceed nine (9) inches, and the maximum wheel diameter shall not exceed seventeen (18) inches. This applies to all vehicles, except where the standard vehicle (not options) exceeds these dimensions. Vehicles must continue to comply with the increased width and diameter rules. Notwithstanding any alterations to wheel diameter, the wheels MUST fit within the standard bodywork

C-05-06 Prohibited Tyres

The organisers reserve the right to prohibit tyres at any time up to the start of the event should such tyres not meet with the spirit of these regulations. The following tyres are specifically not permitted:

- Bridgestone: 510, 610, RE608S
- Dunlop: D78J
- Goodyear: GSCS
- Falken: RX series
- Hoosier: Radials S01, S02, S03

C-05-07 Acceptable tyres

- Bridgestone: RE 520S, RE 540S
- Dunlop: Formula R (D83J, D84J, D93J, D98J, D01J), Formula 901, Formula W10
- Hoosier: Street TD
- Kumho: Ecsta V700
- Ohtsu: Falken Azenis
- Pirelli: P Zero C, P Zero Corsa
- Toyo: Proxes RA-1
- Yokohama: A008R, A032R, A038R, A039R

C-05-08 Carriage of spare wheel / tyres on boot lid

Where permitted wheels/tyres may be carried on the rear boot lid provided the fitting devices satisfy the Chief Scrutineer as to safety and suitability and that rearward vision is not unduly obstructed.

C-06 SAFETY EQUIPMENT – ALL VEHICLES

C-06-01 All vehicles must be fitted with roll over protection in accordance with "Roll Over Protection" in the 2008 AASA Regulations.

The mounting of Roll Over Protection will be closely scrutinised to ensure strict compliance with the regulations. Additionally, all rollover protection must be wrapped in non-flammable protective padding the driver and co-driver's bodies or crash helmet could come into contact with it.

C-06-02 All vehicles must be fitted with a minimum 3 inch 5 point harness seatbelts for driver and co-driver. The fitted belts must comply with the current Australian Standard and the requirements of the AASA Regulations. Attachment points and harness standards will be closely scrutinised to ensure strict compliance with AASA requirements. Harnesses must be worn at all times whilst the car is in motion.

C-06-03 Drivers and Co-Drivers must wear helmets that comply with the current Australian Standard and the AASA Regulations

C-06-04 In accordance with Schedule D, during all special stages, crew members are required to wear flame retardant driving suits, T-Shirt and underwear of cotton, wool or other non flammable material, a separate balaclava, and flame retardant boots and socks, worn as their manufacturer intended during all special stages, are the minimum requirements for both crew members. Failure to comply with this Article will result in a penalty up to and/or inclusive of exclusion, at the discretion of the Clerk of Course

C-06-05

Seats complying with the AASA Regulations must be utilised in vehicles competing in Tarmac Rallies.

C-06-06 All vehicles must be fitted with at least one operative fire extinguisher, mounted in a position accessible by both crewmembers. If inaccessible to both crew members, two extinguishers are to be fitted so that each crew member can access an extinguisher. Extinguishers must comply with the 2008 AASA Manual of Motor Sport, including the relevant capacities listed therein. Extinguishers are to be securely mounted to the vehicle with a metal mounting bracket - plastic mountings are unacceptable. A vehicle fitted with an on-board fire extinguisher system is also required to have the removable, hand-held extinguisher(s) as above.

All Fire Extinguishers presented for scrutineering for carriage in competing vehicles of The Event MUST have a yellow, date-stamped validity tag attached to the handle of the extinguisher, on which the date render the extinguisher valid for the duration of the event.

Authorised inspecting companies such as Wormald, etc. can apply these tags. Self adhesive date stickers applied by retailers are deemed NOT acceptable. Extinguishers with the date stamped on the pressure vessel are acceptable.

C-06-07 All vehicles are to carry a securely mounted, emergency First Aid Kit in a weatherproof container..

C-06-08 All vehicles are to carry (in the vehicle cab, not in toolbox/boot) two securely mounted and readily accessible reflective red plastic or metal warning triangles with sides of at least 350 mm. The triangles must be re-mountable i.e. not using tape.

C-06-09 All vehicles with a rear-hinged bonnet are to be fitted with a second safety catch of an inextensible material, preferably stainless steel rope or chain or bonnet pins.

C-06-10 Vehicle battery locations on all vehicles are to be indicated on the outside of the vehicle by a Blue Triangle measuring 150 mm along each edge.

C-06-11 All vehicles are to be fitted with towing hooks front and rear and their position must be clearly indicated by being painted a colour contrasting to the vehicles bodywork or by red/white vinyl "TOW" stickers. Older vehicles with coach built bodywork may not have provision for fitment of towing eyes. A stout towing strap is an acceptable replacement on such vehicles and must be presented at the time of vehicle scrutiny.

C-06-12 It is recommended that vehicles be fitted with re-settable odometers such as Halda, Brantz, Terratrip or Philtronic. The use of modern electronic odometers is permitted.

C-06-13 If a video or any other type of camera is carried in the vehicle during Special/Touring Stages, it must be fixed firmly into a cradle and checked at pre event scrutiny.

C-06-14 Control Officials and Scrutineers shall be considered Judges of Fact in relation to all regulatory matters.

C-06-15 Whilst every attempt has been made to ensure these regulations reflect the provisions that will be in place at the time of the event, the timing of the event and publication of the supplementary regulations can make that difficult. Any changes made by AASA to the relevant provisions of the AASA Regulations shall supersede these requirements and in addition, the organisers reserve the right to amend the safety equipment to reflect such requirements.

C-07 NUMBERS AND SIGNAGE

C-07-01 All vehicles must keep the left and right front doors available for door panels and numbers, which will be supplied by the organizers. A space of 200 mm x 200 mm must also be left for smaller numbers without background panels to be fitted to the side screens of the vehicle.

A space 200mm wide across the top of the windscreen for official purposes.

C-07-02 Signs from sponsors or supporters of individual cars may be displayed on the vehicle, provided they do not interfere with the door or windscreen panels mentioned in C-07-01 and are printed and applied in a professional and tasteful manner and are not in conflict with any sponsors of The Event. The organizers reserve the right to have any advertising they consider distasteful or inappropriate removed from a competing vehicle before it is permitted to start. Penalty for infraction - NO START.

C-07-03 The organizers reserve the right to provide additional event sponsors decals and require them to be displayed prominently on all vehicles.

C-07-04 Driver and co-driver names may be displayed on both sides of the vehicle, on the rear side glass, except that vehicles without rear side glass may display them on the upper part of the front mudguards.

C-07-05 No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organizers.

C-08 SCRUTINY

C-08-01 All vehicles must be scrutineered prior to starting in 'The Event'.

C-08-02 Each vehicle entered in the Competition must be subject of a AASA Passport, which is to be presented to the scrutineer at both the time of Scrutiny and Documentation.

C-08-03 Scrutiny forms will contain a statement to be signed by the competitor verifying that the vehicle remains unaltered from its form as presented and approved at Scrutiny to that at the commencement of 'The Event' in respect of safety equipment and eligibility. Penalty for alterations not re-scrutinised prior to Saturday 1st November, 2008 – Exclusion.

C-08-04 A vehicle may be re-scrutinised at any time during 'The Event' to ensure that the vehicle is in an acceptable condition to continue, that all safety equipment is present, serviceable and correctly positioned, and that the eligibility of the vehicle remains unchanged.

C-08-05 If during the event the Chief Scrutineer considers a vehicle to be non-compliant, he may direct it to be repaired before recommending that the Clerk of Course approve its continuation in 'The Event'. No time allowance will be made for such repairs, however a new Start Time may be allocated at the discretion of the Clerk of Course.

C-08-06 Control Officials and Scrutineers shall be considered Judges of Fact in relation to all regulatory matters under regulation C-08.

C-09 DOCUMENTATION

C-09-01 Documentation will take place during the hours specified in A-07 - 'Event Schedule' and as notified by mail to competitors with their Acceptance of Entry. Both crew members must attend Documentation at their nominated time.

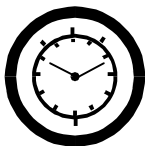
C-09-02 **The following documents will be checked:**

- a.) Completed Entry form
- b.) Civil Driver's Licences for both Driver and Co-Driver
- c.) AASA Licences for both Driver and Co-Driver
- d.) Service Crew Registration
- e.) Vehicle Registration certificate
- f.) Proof of Third Party Insurance for the vehicle - Qld competitors refer to B-06-01
- g.) Proof of Ownership or Authority to use vehicle

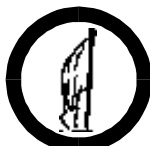
- h.) Scrutineering Form completed with all items marked NAFF (no apparent faults found) by an approved AASA Scrutineer for 'The Event'
- i.) AASA Vehicle Passport, signed NAFF
- j.) AASA Licence of Competitor

APPENDIX V

Symbols and Abbreviations used in the route instructions



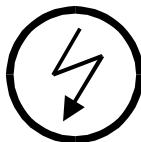
Time Control



Special Stage Start Control



Flying Finish



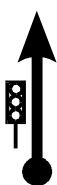
SOS Radio operator



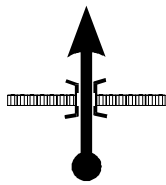
End of Special Stage Control



Speed limit



Traffic Lights



Railway



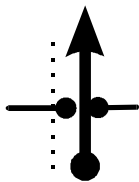
Bridge



Caution



Crest



Gate + Fence



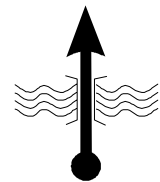
Unsealed Rd
to Sealed Road



Road Narrows



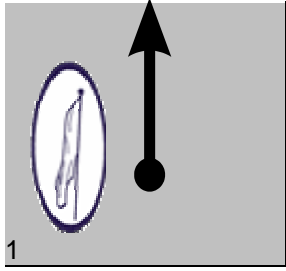
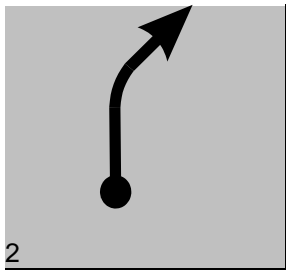
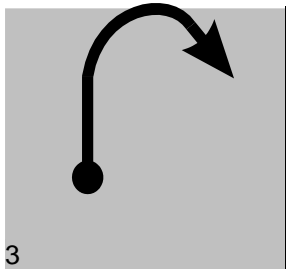
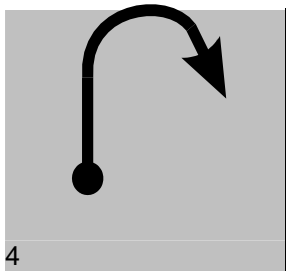
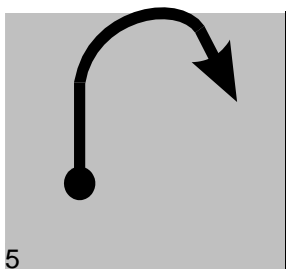
Causeway
or Culvert



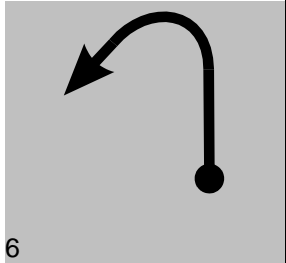
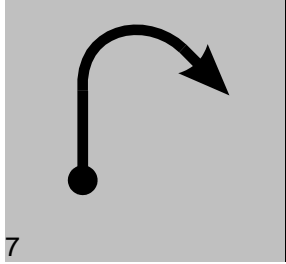
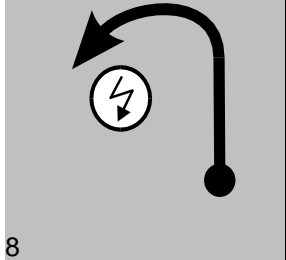
River

BL	Bear Left	BR	Bear Right	THR	Turn Hard Right
XR	Cross Road	Km	Kilometer	THL	Turn Hard Left
FMR	Follow Main road	Km/h	Kilometer per hour	TVHR	Turn Very hard Right
KL	Keep Left	Rd	Road	TVHL	Turn Very Hard Left
KR	Keep Right	RGR	Road goes Right	TR	Turn Right
TJ	Tee Junction	RGL	Road goes Left	TL	Turn Left
SO	Straight on	SP	Sign Post		

Leg: 2	Section Type:	Special Stage	Page
Sect: 2	Section Name:	Mt Buller 4	
From TC: 1.04 Mirimbah	To TC: 1.04A Mt Buller	Distance 16.01 km	54
Stop			

Cumul	Interval	Tulip	Instruction	Rev Cumul
0.00	0.00		SO from Control	16.11
0.96	0.96		Road Goes Right	15.15
1.69	0.73		Road Goes Right	14.42
1.85	0.16		Road Goes Right	14.26
2.48	0.63		Road Goes Right	13.63

Leg: 2	Section Type:	Special Stage	Page
Sect: 2			
From TC: 1.04 Mirimbah	To TC: 1.04A Mt Buller Stop	Distance 16.01 km	

Cumul	Interval	Tulip	Instruction	Rev Cumul
2.65	0.17	 6	Road Goes Left	13.46
2.87	0.22	 7	Road Goes Right	13.24
3.05	0.18	 8	Road Goes Left then 50 metres Radio Point - SOS	13.06