2020
SOUTH AUSTRALIAN
Conditions of Rallying

Zayne Admiraal
Matthew Heywood

Image courtesy of Stuart Daddow

2019 SA Rally Championship winning car

Stuart Bates
Lincoln Bates

Image courtesy of Stuart Daddow

2019 SA Clubman Series winning car

Document History

Version	Details of Changes	By	Date
2020-0.0	First draft	SARP	5/11/2019
2020-0.1	Second draft	SARP	14/1/2020
2020-0.2	Motorsport Australia update	Trent Price	16/1/2020
2020-0.9	Final Draft - pending approval	SARP	17/1/2020
2020-1.0	Approved Regulations	State Council	21/1/2020

This document was prepared by the SA Rally Panel (SARP) for the SA/NT State Council.

The SA Conditions of rallying will apply to all rallies within the authority of Motorsport Australia SA/NT State Council and are to be read in conjunction with the individual SA Rally Championship (SARC), SA Clubman Series (SACS) and SA Rally Sprint Series (SARSS) documents.

Please read the following documents available at www.sarally.net.au:
> 2020 SA Rally Championship Regulations
> 2020 SA Clubman Rally Series Regulations
> 2020 SA Rally Sprint Series Regulations
> 2020 Allocated car numbers
> Calendar for 2020 SA rally events

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1   GENERAL

1.1   GLOSSARY

ARC	Australian Rally Championship
ARCom	Australian Rally Commission
Motorsport Australia	formerly Confederation of Australian Motor Sport Limited (CAMS)
Motorsport Australia Manual	https://motorsport.org.au/regulations/manual
DPI	Driver's Performance Index
EPI	Event Performance Index
MIV	Medical Intervention Vehicle
GR	General Regulations (Motorsport Australia Manual)
NCR	National Competition Rules (Motorsport Australia Manual)
NRC	National Rally Code (Motorsport Australia Manual)
SACS	South Australian Clubman Rally Series
SARSS	South Australian Rally Sprint Series
SARC	South Australian Rally Championship
SARP	South Australian Rally Panel
SARSWG	South Australian Rally Scrutineers Working Group
SASOP	South Australian State Officiating Panel
SPI	Stage Performance Index
WEBSITE	www.sarally.net.au
VIF	Vehicle Identification Form

1.2   ACKNOWLEDGEMENT

Motorsport Australia acknowledge the help and support provided by the following:
- SARP members for the collation and preparation of this booklet.
- Jim Penhale for maintaining the DPI listing.

1.3   AUTHORITY

This document has been compiled by SARP and approved by the South Australian/Northern Territory State Council for implementation in 2020.

1.4   AMENDMENTS

SARP may at any time issue amendments to the contents of this booklet and the regulations herein through the Motorsport Australia office. These amendments must be approved through the South Australian / Northern Territory State Council and shown in the minutes accordingly.

2   SOUTH AUSTRALIAN EVENTS

South Australian Rally Championship (SARC)
Refer to the SA Rally Championship Series Regulations at http://sarally.net.au/sarc/.

South Australian Clubman Rally Series (SACS)
Refer to the SA Rally Championship Series Regulations at http://www.sarally.net.au/sacs.

South Australian Rally Sprint Series (SARSS)
Refer to the SA Sprint Rally Series Regulations at http://www.sarally.net.au/sarss.

Introductory Events
An Introductory rally is a timed road event which complies with the following criteria:
- Maximum duration of 4 hours unless exemption is approved by SARP via ARCOM.
- Timing is to the whole minute, using target time, not elapsed time and no reconnaissance is permitted.
- The event is not part of any series or championship, except for the club championship of the organising club.
- The maximum number of entries is 40.
- Vehicles are restricted to 2WD or normally aspirated 4WD unless the forced induction 4WD meet the requirements of Schedule J of the current Motorsport Australia Manual.
- Helmets must be worn on all competitive sections of the event.
- The South Australian Rally Panel will approve the status of Introductory Rally.

Navigational Events
Refer to the Motorsport Australia Manual and relevant SA Road Traffic Act.

2.1   SCRUTINY

The main pre event scrutiny for SARC and SACS events is recommended to be on a Wednesday, Thursday or Friday prior to the event. The venue will be advised in the Event Supplementary Regulations. Pre event scrutiny for SARSS and Introductory events will usually occur at the event venue on the day of the event and shortly before the commencement of competition.

Organisers and crews are reminded, in the interests of good public relations for the sport, to use appropriate conduct towards the public while at a pre event scrutineering venue and to show courtesy to those who live around the venue, paying particular attention to noise levels, parking of any vehicle, excessive speed and driving behaviour. Any driving behaviour deemed inappropriate by an official of the event will be reported to the Stewards of the event who may apply penalties at their absolute discretion.

It is the responsibility of the Event Organisers to provide to the Chief Scrutineer at least 48 hours prior to the commencement of scrutiny an Entry List for the event identifying the name of each entrant, the make, model and engine capacity of the vehicle entered and the class in which the vehicle is entered.

Alternative Scrutiny
An administrative charge of up to $50 may be levied for providing alternative scrutiny. If an administrative levy is to apply, then this will be advised in the Event Supplementary Regulations.

Event organisers are strongly discouraged from relying solely on regional scrutiny as a means of alternative scrutiny.

Any vehicle which has been involved in an accident must be presented at the main pre

event scrutiny for the next event in which it is entered, if directed to do so by the Chief Scrutineer for the event in which the accident occurred.

Post-Event Scrutiny

The Clerk of Course must ensure provisional results for outright classification and class positions are provided for post-event scrutiny.

Vehicles required for post-event scrutiny may include:
- 1st place in the general classification and other vehicles nominated by the Clerk of Course;
- Any other vehicles selected at the absolute discretion of the Stewards of the Meeting;
- Those vehicles required to be examined following a protest;

It is the responsibility of event organisers to provide the following in respect to post-event scrutiny:
- The event timetable shall include post-event scrutiny (minimum of 60 mins);
- The venue must be suitable to examine a minimum of two vehicles at any one time; and should have adequate bench / table tops, power, lighting, a level hard (preferably sealed) surface and provide suitable protection from the elements.

2.2 SOUTH AUSTRALIAN RALLY CHAMPIONSHIP DRIVER'S SEEDING PROCEDURE

2.2.a STARTING POSITION

Driver's seeded position for each SARC event is to be determined by their current Driver's Performance Index (DPI) where the current DPI is defined as the most recent DPI document approved by SARP. This DPI is calculated from a moving window of the previous 10 events. Interstate Drivers, and other Drivers who no longer compete regularly within the state, must provide relevant information to the Clerk of Course to allow a seeded position to be established. The DPI will be calculated from the results of the events forming the SARC.

The Clerk of Course is encouraged to seed a competitor without a DPI on the average of any current EPIs. Where events happen before the next SARP meeting, an updated DPI list may be used by the Clerk of Course if it has been sighted and approved by the Chairperson of SARP. Reseeding of competitors or seeding competitors with unusual circumstances (eg: returning to the sport, change in car or residence) prior to the start of the event, using this updated DPI shall be done in agreement between the Clerk of Course for the event and the Chairperson of SARP.

2.2.b STAGE / EVENT PERFORMANCE INDEX (SPI / EPI)

For each stage the fastest time is selected and used as an index of 1.0000 for the stage. Each Driver's stage time is then referred to this fastest time and turned into a ratio, which is termed the Stage Performance Index (SPI) and is a figure of 1.0000 or less (eg assume the fastest Driver on a stage took 10 minutes then another Driver who took 10mins 30secs would have an SPI of 10/10.5=0.9524). For each Driver in the event, the best two-thirds of the Driver's SPI's are averaged to give the Driver's Event Performance Index (EPI).

NOTE: A driver must complete a minimum of 50% of stages for an EPI to be recorded.

Where a stage is interrupted and all subsequent crews are given the same allocated time, in accordance with NRC SSR 5.4, this time will not be counted towards a Driver's EPI, but it will count towards their completed stage count.

Where a stage is interrupted and individual crews are given an allocated time, in accordance with NRC SSR 5.4, based on their performance over the rest of the event, this time will count towards the Driver's EPI and their completed stage count.

Where a crew misses any stages and restarts the event in accordance with NRC SSR 8,

missed stages will not be counted towards a Driver's EPI or count towards their completed stage count.

2.2.c DRIVER'S PERFORMANCE INDEX (DPI)

A driver's best three EPIs, in the 10 event window, are averaged to give their DPI. DPIs are placed in descending order to give the seeded starting order for the next event. Refer to the current approved DPI list available at www.sarally.net.au/documents.

2.2.d OTHER DRIVERS

Interstate Drivers or experienced Drivers without a current Driver's Performance Index may be seeded at the discretion of the Clerk of Course. See article 2.2.a for how to apply.

2.3 SEEDING PROCEDURE FOR NON-SARC EVENTS

Refer to the Supplementary Regulations for each event.

2.4 PACENOTING GUIDELINES

Pacenoting guidelines will be published in the SA Rally Championship Series Regulations. As well as these guidelines, it is recommended that all South Australian events use pacenoting compliant with the pacenoting guidelines issued by ARCom. Organisers may impose more stringent conditions than the ARCom guidelines or those below, for all or part of the event.

2.5 CREW RESPONSIBILITY

Crews are reminded of their obligation to obey all civil road laws including speed limits while on public roads. Crews are asked to show every courtesy to any other road users in the interests of good public relations for the sport including nominated quiet zones.

Any damage caused to public or private property must be reported to the next control official and, at the conclusion of the event, to the Clerk of Course. Crews must not enter private property unless instructed. Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found on the Motorsport Australia Insurance (Appendix I) webpage, available at https://motorsport.org.au/clubs/insurance.
Crews involved in accidents resulting in property damage are advised that they may be required to pay up to the first $10,000 of any claim to rectify such property damage. Refer to Motorsport Australia Insurance arrangements (Appendix I) for further details regarding insurance cover.

The consumption of alcohol by competitors, service crews and officials is forbidden until the conclusion of the event (i.e. the completion of post-event scrutiny). Spectators are forbidden to consume alcohol in the scrutiny or service areas. Random drug testing or alcohol breath testing as per the Motorsport Australia Manual may be performed. Crews will be held responsible for the behaviour of their service crews and any conduct by service crew members in contravention of this rule will be reported to the Stewards of the event who may apply penalties to the crew.

The correct apparel must be worn by competitors on ALL competitive stages. This includes all High Speed Course Cars (for example but not limited to: Zero cars, Fast Sweep cars). All competitors should refer to the Motorsport Australia Manual for latest requirements on apparel to be worn during competition.

2.6 JUDGES OF FACT

As per NCR Part X (181) in the Motorsport Australia Manual. Judges of Fact positions will be identified in the Series or Event Supplementary Regulations.

2.7 PROTESTS

Protests, if any, will only be accepted under the conditions laid down in the Motorsport Australia Manual.

2.8 ODOMETER CHECK

Please take note that GPS systems may not be accurate.

2.8.a CITY

The official odometer check in the *City* is done by travelling east along Greenhill Rd between two marked power poles and is 5.64km long. The start pole is situated 100m west of Goodwood Rd. It has a sign stating *"ODO Start"* in white letters on a red background. The end pole is situated east of Burke St (directly opposite Laurel Ave). It is marked "*ODO Finish"* in white letters on a red background.

2.8.b SOUTH

The official odometer check in the *South* is done by travelling south along South Rd between two marked power poles and is 4.16km long. The start pole is situated approx. 280m south of Sheriffs Rd / Pimpala Rd (directly opposite Stanley Ct). It has a sign stating "*ODO Start"* in white letters on a red background. The end pole is situated 270m south of Greengate Gr. It is marked *"ODO Finish"* in white letters on a red background.

2.8.c NORTH

The official odometer check in the *North* is done by travelling northwest along McIntyre Rd between two marked poles and is 4.96km long. The start pole is situated approx. 200m north of Wright Rd (3rd light pole). It has a sign stating *"ODO Start"* in white letters on a red background. The end pole is situated 150m east of Booloo St (79 McIntyre Rd). It is marked *"ODO Finish"* in white letters on a red background.

2.8.d EVENTS

Events may also supply an odometer check as stated in the event Supplementary Regulations that must be approved by the Series Event Checker.

2.9 AWARDS

Awards for each Series will be outlined in the relevant Event or Series Regulation. Awards for South Australian rally competitors and licensed officials will be awarded at the South Australian Rally Presentation Dinner and may also be awarded at the SA/NT Motorsport Australia Annual Awards Dinner.

2.10 EVENT SAFETY & MINIMUM REQUIREMENTS

SARP has prepared these minimum standard requirements for event organisers conducting rally events in South Australian. The standard has been produced for Clerks of Course and event organising committees indicating the level of organisation expected in the running of events.
Assessment of compliance with this standard will form part of the event's permit application and checker's report. The main emphasis is towards safety and the promotion of rallying and to ensure that event promoters run quality events. These should be regarded as the minimum standards associated with the issue of a permit to conduct a rally.

2.10.a EVENT SAFETY

- A fully documented safety plan is to be in place clearly detailing the roles of all persons involved and with all persons briefed on the plan.
- Radio communications are compulsory in SARC events. A fully functioning Rally Command Centre with access to communications to all nominated parts of the event, all emergency services, and to the Clerk of Course for decision making is required. This will include an effective tracking procedure for all vehicles to provide

accurate information on any particular vehicle within any given stage.

- People and vehicles including officials and communication personnel can only gain access to controls with the appropriate documentation, identifying the event, vehicle and purpose for which they need access.
- Contingencies must be developed in case of accidents on any part of the route including procedures for directing emergency vehicles, re-routing or holding the event.
- One or more of the following must be provided, must be incorporated in the safety plan, and must be stationed appropriately.
    1. First Aid Accredited person
    2. Medical Intervention Vehicle
    3. St John Ambulance Medical Vehicle (equipped to the highest level available in the region where the event is being held)
    4. Ambulance
- Fire extinguishers are required at any designated refuel zones.
- Events are to have appropriately briefed and competent Control officials and Spectator marshals with particular attention to all emergency procedures. Control and Spectator points are to be clearly laid out with respect to no-go and/or non-viewing areas.
- Events are to have one or more heavy 4WD recovery vehicles.
- The *Zero* and *Fast Sweep* course cars must attend and pass scrutineering.
- SOS Points need to be placed on a stage if the stage is longer than 12 km. For stages longer than 12km a distance of around 7km between each SOS point is required. Variations to this may be approved by the SARP upon written request.
- SOS points need to be appropriately staffed where the point is required to track vehicles, operate flags and/or lights and provide radio support.
- Where a closed competitive section crosses an active Railway line, appropriate regulatory approvals must be obtained, and adequate safety measures must be put in place.
- chicane layout requirements are:
    i. The chicane will be made up of 4 rows clearly visible from 400m
    ii. Entry will be from the right.
    iii. The distance between each barrier of the chicane will be 15 meters.
    iv. The approach warning board for each chicane will be erected at 200m.
    v. Variations to this may be approved by the SARP upon written request.
    vi. Penalties in accordance with the current SA Rally Championship Series Regulations.

2.10.b DESIGNATED ROLES

Descriptions of officials and their duties can be found in the NCR Part X (160 to 182a) of the Motorsport Australia Manual. There may be assistants to them as appropriate, and where possible, a backup in the case of an unforeseen emergency. The Motorsport Australia Officials' hotline is 1300 883 959.

2.10.c EVENT DOCUMENTATION

The event documentation will be consistent with promoting the events to the best professional advantage. This will also include all documentation provided to competitors, service crews, and spectators as well as correspondence with authorities

The event's roadbook must comply with ARC Standards, NRC SSR 2.4 and NRC Appendix A, B & C as per the Motorsport Australia Manual and, in addition, must contain sufficient detail to allow crews to compete safely using only the road book (in case force majeure requires this).

For Non-Pacenoted events, Roadbooks MUST NOT be distributed before the morning of the first day of competitive stages.

A Roadbook template can be found at http://sarally.net.au/documents. The Roadbook is recommended to be double sided printed on 80gsm white paper with a maximum of 6 tulips to a page.

Time cards are to be the approved NRC Appendix D version on A5 plain card 300gsm and recommend laser printing.
See Sample Time Card at http://sarally.net.au/documents.

The GPS locations for the Start Controls, SOS points, Chicanes and Flying Finish points are required as a minimum and in the format of Degrees, decimal minutes (eg. E38^0 158.0734)

If the route is duplicated only one copy is required to be printed but must indicate:
- Clear reference of which page to return too
- Clear indication of any changes to transport route
- Must include each Time Control the route covers (eg. TC1/4/6)

2.10.d COMPETITOR SAFETY

The SARP believes in and promotes the principles of "Rally SOS" which encourages competing crews to look after fellow competitors and be familiar to the SOS system and the "Rally Buddy System" which is available from the SA Rally website under documents.

3 PROMOTION

Organisers of SARC, SACS, SARSS events are required to pay a levy to Motorsport Australia as outlined in article 3.2.a

By entering any event in the SARC, the SACS, the SARSS, persons and corporations agree that the promoters and SARP may require that space be made available on competing vehicles for compulsory advertising on behalf of series and event sponsors.

Entrants and crew members agree to the use of their names and photographs, and photographs of their vehicles, in publicity material issued by the organisers, or the event sponsors in perpetuity.

SARP have the right to authorise the production, distribution and sale of photographs or other forms of reproduction of any vehicle participating in the SARC and the SACS, in competition livery (including Drivers, Co-Drivers and Navigator names) for event related promotions in perpetuity.

3.1 SA RALLY PANEL PRESENTATION DINNER

The 2020 South Australian Rally Presentation Dinner will be held on a date to be advised.

3.2 SA RALLY TROPHY / PROMOTIONS FUND

3.2.a PROMOTION FUND DESCRIPTION

The fund is set up to finance SARC, SACS and SARSS series trophies to be presented after the last current year event, at the annual SA Rally presentation Lunch or Dinner and to assist in financing other promotional opportunities as they arise. The fund will accumulate money gained through sponsorship, advertising, promotional activities, event fees and any other sources of income that may contribute to the fund.

3.2.b RATES

All fees to be covered by SARP through sponsorship for 2020.

3.2.c COLLECTION OF FEES

Fees will be paid directly to Motorsport Australia who will place the money into a special

account set-up exclusively for this purpose and called *SA Rally Trophy / Promotions Fund*. All account and record keeping will be relative to the organisers / promoters contributing to the fund.

3.2.d BASIS OF FEES

The event fee will be based on the number of competitors on the official starting list posted at the conclusion of pre-event scrutiny. An invoice will be sent from Motorsport Australia to the organiser / promoter for the payment to Motorsport Australia when post-event paperwork is received. Money paid for competitors who do not start the day will be at the expense of the organiser / promoter and can be removed from the competitors entry fee if refunds are payable. If an event is cancelled before the event has started, no fees will be payable.

3.2.e ACCESS TO FUNDS

The South Australian Rally Panel has sole access to the funds. Any use of the fund must be approved through a SARP meeting and minuted accordingly. The fund can only be used for the purposes of purchasing Trophies and the promotion of South Australian Rallying.

3.2.f SERIES SPONSORS

In addition to fees paid by events (on behalf of competitors), SARP has negotiated with several organisations to provide series sponsorship for SA rallying (refer section 10). This sponsorship further helps to finance the series trophies and promotional activities (such as banners and brochures).

Each Club which stages a round with sponsorship must ensure that the logo of each Series Sponsor is clearly displayed on the front cover on each of the published Roadbook, Supplementary Regulations, Spectator Guide and Service Guide for that event and ensure that a copy of each of these documents (except Roadbook) is delivered to each Series Sponsor in reasonable time prior to the commencement of the event.

Details of the 2020 Series Sponsors are in Section 10.
As the SA Rally Panel work towards securing additional series sponsors, the requirements listed above may vary. Details will be forwarded to all affected promoters at the earliest possible convenience by SARP.

4   ROAD DAMAGE REPAIR FUND

4.1 PREAMBLE

From 1st January 1995, the Road Damage Repair Fund (RDRF) became compulsory for all rallies that use unsealed roads in the jurisdiction of the South Australian Rally Panel with the exception of the below:
- Events run by the SEAC and the BSCC.
- All events run entirely on private property.
- Introductory rallies
- Bitumen rallies - A Bitumen Rally is defined as an event in which not less than 85% of competitive length is on bitumen roads.
- Any Private company (may apply to SARP to be included)
- ARC events (may apply to SARP to be included)

Only events contributing to the fund are eligible to access money back from the fund. Fees will remain the same for organisers / promoters based outside of this state but funds banked will only be accessed at the discretion of SARP and the Motorsport Australia Office.

4.2 RATES

*Non Special Stage under 30km $0   per entry *

Non Special Stage over 30km   *$15*   *per entry **
RallySprint (Stage 2 Only)   *$20*   *per entry **
Special Stage   *$25*   *per entry **
* The rate of $25 is to be added to the above fees for Forestry events.

4.3 COLLECTION OF FEES

Fees will be paid directly to Motorsport Australia who will place the money into a special account set-up exclusively for this purpose and called the *Road Damage Repair Fund SA*. All account and record keeping will be kept and maintained by Motorsport Australia and be relative to the organisers / promoters contributing to the fund.

4.4 BASIS OF FEES PAYABLE

The event fee will be based on the number of competitors on the official starting list posted at the conclusion of pre event scrutiny. An invoice will be sent from Motorsport Australia to the organiser / promoter for payment to Motorsport Australia when post-event paperwork is received. Money paid for competitors who do not start the day will be at the expense of the organiser / promoter and can be removed from the competitor's entry fee if refunds are payable. If an event is cancelled before the event has started, no fees will be payable.

4.5 ACCESS TO FUNDS

Organisers / promoters will have access to the credit that their club/company/organisation has accrued in the previous calendar year minus the sum of all withdrawals made in the current year by their club/company/organisation. When a claim is made, payment will only be made upon Motorsport Australia' receipt of an invoice from the affected District Council / Forestry / Private Property landowner. If an organiser / promoter receives an invoice for an amount higher than the established credit for their club/company/organisation for the previous calendar year, they will be required to present their case to a SARP meeting in person.

Clubs/companies/organisations are reminded that if prior events, run on behalf of their club/company/organisation, remove all of their credit from the previous year, then subsequent events run by that club/company/organisation will be deemed to have no money available in the fund and will therefore need to present their request to SARP for payment. Upon such a request SARP may allow the club/company/organisation to access the funds it has paid into the fund over earlier years. If SARP chooses to reject a claim for additional money, then the promoter / organiser becomes liable for the difference.

4.6 RESPONSIBILITY OF THE ORGANISER / PROMOTER

At all times it is the responsibility of the organiser / promoter to ensure that they choose road surfaces that will not incur any repair costs after the event has been run and that Councils and the organiser / promoter must come to mutual agreement as to whether the particular event was indeed responsible for the damage to the roads. This can be achieved by pre-event and post-event checks with the Council Engineer to establish road conditions.

In the case of an organiser / promoter receiving an invoice from the Council, the onus is on the organiser / promoter to negotiate the amount to an absolute minimum.

5 EVENT CHECKER

The Event Checker is responsible to Motorsport Australia and is often required to assess the Event from a wider viewpoint than the Organisers, taking into account such factors as competitor safety, Officials safety and public relations, relationship with local authorities, changing competitor attitudes etc.
The Event Checker is required to ensure that the Event complies with the Event

Supplementary Regulations, the Series Regulations (where appropriate), South Australian Conditions of Rallying, the National Rally Code and the Motorsport Australia Manual. The Event Checker should ensure that the organisation and standard of the events are consistent across the championship.

For events, costs incurred by the Event Checker are to be borne by the Organisers, in the following manner:

- The Organisers will provide reimbursement of fuel costs upon the production of tax invoices, receipts or a vehicle usage log.
- The Organisers per event will provide reimbursement of $60 to the series course checker for out of pocket expenses (excluding fuel).
- Where appropriate the Organisers shall provide an acceptable level of accommodation for up to two nights.
- Where appropriate the Organisers are encouraged to provide assistance with repairs to tyres and windscreens if damaged during checking of roads.

The Organisers are required to provide the Event Checker with a point of contact to the event organising committee.

The Event Checker has the right to choose the driver and vehicle to be used for checking. If the event supplies a vehicle the distance measuring device must be checked by the Event checker prior to doing any checks and then agreed by the Event and the Checker to be the official nominated vehicle.

A team of available event checkers for events within South Australia will be appointed by SARP.

For details on requirements for checkers please refer to the Rally Event Checkers Manual on www.sarally.net.au/documents.

The team can be contacted via http://sarally.net.au/contacts.

6 MOTORSPORT AUSTRALIA DEDICATED RALLY CAR REGISTRATION

There is an agreement between Motorsport Australia and the Department for Planning, Transport, and Infrastructure (DPTI). To be registered as Motorsport Australia Dedicated Rally Cars, a once-only inspection must be undertaken for the purpose of issuing the formal exemption notification. A Dedicated Rally Car ID plate will be issued once the successful inspection has been processed. The ID plate remains the property of Motorsport Australia.

Information on Dedicated Rally Car Registration is available from the Motorsport Australia State Office or www.sarally.net.au/documents. All SA competitors are encouraged to seek Dedicated Rally Car Registration as it provides official sanction for modifications outside the Australian Design Rules and DPTI requirements. However, competitors are warned that vehicles not registered as Dedicated Rally Cars are subject to the normal defect and inspection procedures.

NB: At the time of writing, the Dedicated Rally Car documentation is still specifying CAMS. SARP is working with DPTI to correct this. The naming should have no impact on the process.

7 EVENT COMMUNICATION SUPPORT

Events should use experienced communications support wherever possible. This support can be provided by:

- Australian Citizen Radio Monitors (ACRM)
  - ACRM South Australia Incorporated
    www.acrm.org.au
  - Gawler / Barossa branch only
    www.acrmgawlerbarossa.org.au

- Wireless Institute Civil Emergency Network (WICEN)
  - www.sa.wicen.org.au
- Any other registered communication company

8   SA RALLY PANEL CONTACTS

The list of voting members may change in accordance with the Motorsport Australia State Panel Standing Orders.
A list of all members is available at http://sarally.net.au/sarp/panel-members/
Please note that members of SARP may also be contacted through the Motorsport Australia State Office.

9   MOTORSPORT AUSTRALIA AFFILIATED RALLY CLUBS

Refer to the Motorsport Australia website
https://motorsport.org.au/clubs/affiliation

10   SA RALLY SERIES SPONSORS

SA Rally Championship
- MRF Tyres trading as Mentor Tyres
- Shannons Insurance
SA Clubman Rally Series - TBA
SA Rally Sprint Series - TBA

11   PAST WINNERS

11.1   CURRENTLY RUNNING

11.1.a   SOUTH AUSTRALIAN RALLY CHAMPION DRIVER AND CO-DRIVER

2019	Zayne Admiraal	Subaru WRX	Matthew Heywood	Subaru WRX
2018	Peter Schey	Subaru WRX	Kate Catford	Subaru WRX
2017	Aaron Bowering	Subaru WRX	Mike Dale	Mitsubishi Galant VR4
2016	Andrew Gleeson	Datsun Stanza	Lisi Phillips	Datsun 1600
2015	Guy Tyler	Mitsubishi EVO 5	Steve Fisher	Mitsubishi EVO 5
2014	Henry Nott	Mitsubishi EVO 6	Warren Neitz	Datsun 1600
2013	James Rodda	Subaru WRX STi	David Langfield	Subaru WRX STi
2012	Declan Dwyer	Mitsubishi EVO 6	Craig Adams	Mitsubishi EVO 6
2011	Russell Marker	Subaru WRX STi	Karien Heimsohn	Subaru WRX STi
2010	Russell Marker	Subaru WRX STi	Karien Heimsohn	Subaru WRX STi
2009	Matthew Selley	Subaru WRX STi	Claire Ryan	Subaru WRX STi
2008	Matthew Selley	Subaru WRX STi	Joana Fuller	Subaru WRX STi
2007	Matthew Selley	Subaru WRX STi	Joana Fuller	Subaru WRX STi
2006	Declan Dwyer	Mitsubishi EVO 3	Craig Adams	Mitsubishi EVO 3
2005	Declan Dwyer	Mitsubishi EVO 3	Craig Adams	Mitsubishi EVO 3
2004	Wil Orders	Mitsubishi EVO 1	Matthew McAdam	Mitsubishi EVO 1
2003	Samuel Brand	Subaru WRX STI	Tim Batten	Subaru WRX STI
2002	Darryn Snooks	Mitsubishi EVO 1	David Johns Brendon Dearman	Mitsubishi EVO 1 Subaru WRX STI
2001	Tom Quill	Subaru WRX STI	Mike Dale	Subaru WRX STI
2000	Tom Quill	Subaru WRX STI	Matthew Sanders	Holden Commodore
1999	Darren Masters	Mazda 323 GTR	Paul Whiting	Mazda 323 GTR
1998	Not awarded - Refer South Australian Sprint Rally Championship			

1997	Steve Winwood	Ford Falcon	Leah McClintock	Datsun 1200
	Darren Masters	Mazda 323 GTR		Datsun Stanza
	Ben Makai	Datsun Stanza		
1996	Eric Dowling	Ford Laser TX3	Craig Orr	Ford Laser TX3
1995	Glen Cugley	Subaru Legacy	Jeremy Browne	Subaru Legacy
1994	Andrew Lovell	Mazda 323 GTX	Brian Ortlepp	Mazda 323 GTX
1993	David McDonough	Mitsubishi Galant VR4	Ian Lawson	Mitsubishi Galant VR4
1992	John George	Ford Laser TX3	Mark Stacey	Ford Laser TX3
1991	Mark Tolcher	Subaru RX Turbo	David Tolcher	Subaru RX Turbo
1990	Barry Lowe	Ford Falcon GTHO	Doug Morison	Ford Falcon GTHO
1989	Dick Manning	Ford Falcon XY	Kevin Attwood	Ford Falcon XY
1988	Alan Mutton	Subaru RX Turbo	Carol Mutton	Subaru RX Turbo
1987	Mark Tolcher	Subaru RX Turbo	Doug Morrison	Mazuba
1986	Ed Ordynski	Subaru RX Turbo	Lyn Wilson	Subaru RX Turbo
1985	Jim Conaghty	Dazda	Jeremy Browne	Dazda
1984	Jim Conaghty	Dazda	Jeremy Browne	Dazda
1983	Barry Lowe	Dazda	Ted Dobrzynski	Dazda
1982	Barry Lowe	Dazda	Ted Dobrzynski	Dazda
1981	Barry Burns	Datsun Stanza	David Milne	Datsun Stanza
1980	Barry Burns	Datsun 1600	David Milne	Datsun 1600
1979	Jim Conaghty	Mazda RX3	Adrian Mortimer	Mazda RX3
1978	Phil Pittaway	Datsun 1600	Peter Harden	Datsun 1600
1977	Jim Conaghty	Toyota Celica	Kevin Attwood	Toyota Celica
1976	John Taylor	Mini Cooper S	Jeremy Browne	Mini Cooper S
1975	Stewart McLeod	Datsun 240Z	Adrian Mortimer	Datsun 240Z
1974	Stewart McLeod	Datsun 240Z	Adrian Mortimer	Datsun 240Z
1973	Stewart McLeod	Datsun 240Z	Adrian Mortimer	Datsun 240Z
1972	Chuck Mora	Renault 16TS	Adrian Mortimer	Mazda RX2
1971	Tom Barr Smith	Renault 16TS	Rob Hunt	Renault 16TS
1970	Stewart McLeod	Holden Torana XU1	Jack Lock	Holden Torana XU1
1969	Adrian Callary	Honda S800	Garry Chapman	Honda S800
1968	Ron Waite	Toyota Corona 1600S	L. Newby	Toyota Corona 1600S
1967	Adrian Callary	Renault 16TS	Garry Chapman	Renault 16TS
1966	Stewart McLeod	Volkswagen Beetle	Jack Lock	Volkswagen Beetle
1965	Stewart McLeod	Volkswagen Beetle	Jack Lock	Volkswagen Beetle
1964	L.L. Fiebig	Volkswagen Beetle	Garry Chapman	Volkswagen Beetle
1963	Adrian Callary	Renault R8	Garry Chapman	Renault R8
1962	Adrian Callary	Renault R8	Garry Chapman	Renault R8
1961	Laurie Boyle	Unknown	G. Dickeson	Unknown

11.1.b SOUTH AUSTRALIAN RALLY SPRINT SERIES DRIVER AND CO-DRIVER

2019	Bradly Clements (4WD)	Zayne Admiraal (4WD)
	Guy Tyler (2WD)	Steve Fisher (2WD)
2018	Steve Fisher (4WD)	Dale Neighbour (4WD)
	Guy Tyler (2WD)	Chris Simmons (2WD)
2017	Bradley Clements (4WD)	Johan Du Preez (4WD)
	Daniel Blakemore (2WD)	Chris Skinner (2WD)
2016	Damian Reed	Andrew Admiraal
2015	Stephen Mee	Fiona McCubbin Mee
2014	Andrew Gleeson	Dion Gauci

11.1.c McLEOD MEDAL DRIVER AND CO-DRIVER

2019	Not Awarded	Anja Straus
2018	Molly Spalding	Stuart Gregory
2017	Paul Knopka	Caroline Vale
2016	Zayne Admiraal	Matthew Heywood
2015	Dale Cagney	Not awarded

2014	Shane Alker	Not awarded
2013	Paul Rowe	Alex Raggatt
2012	Trent Long	Kate Lehman
2011	Andrew Burnard	Steve Fisher
2010	Matthew Else	Chad Osborne
2009	Stephen Wade	Brendan Warner
2008	Patrick Hall	Charles Nott
2007	Howard Ryan	Justin Stokes
2006	Chris Bennett	David Rowe
2005	Josh Doyle	Marcus Piristi
2004	Paul Heenan	Peter Hearne
2003	Simon Milton	Simon Orme
2002	Declan Dwyer	Shaun Holden
2001	Darren Lee	Mark McCarthy
2000	Jason Sims Reginald Marratt	Craig Adams
1999	Jack Monkhouse	Chris Heinjus
1998	Jeff Kirvan	Jo Gehan
1997	Jason Gordon	Leah McClintock
1996	Marc Tillett	Adam Tillett
1995	Peter Sayers	Ashley Groves

11.1.d LINCOLN HARDING MEMORIAL AWARD

2019	Molly Spalding	2004	Mick Baldwin
2018	Chris Bennet	2003	Stuart Gregory
2017	Shane Alker	2002	Mark Povey
2016	Marc Butler	2001	Jack Monkhouse
2015	Guy Tyler	2000	Jack Monkhouse
2014	Henry Nott	1999	Sam Brand
2013	Henry Nott	1998	Scott Hochwald
2012	Daniel Day	1997	Tom Quill
2011	Geoff Hobby	1996	Paul Rayner
2010	James Rodda	1995	David Hall
2009	James Rodda	1994	James Gloster
2008	James Rodda	1993	James Gloster
2007	Paul Heenan	1992	John George
2006	Shaun Osborn	1991	Andrew Lovell
2005	Russell Marker		

11.1.e STEVE WINWOOD 2WD TROPHY DRIVER AND CO-DRIVER

2019	Damian Reed	Dale Neighbour
2018	Andrew Gleeson	Fred Brewer
2017	Marc Butler	Peter Sims
2016	Andrew Gleeson	Lisi Phillips
2015	Wayne Mason	David Langfield
2014	Gavin Fowler	Warren Neitz
2013	Neville Whittenbury	Dave Rudham
2012	Dave Hall	Mandy Rudham
2011	Michael Busby	Nadia Kingham
2010	Jason Sims	Damien Wilson
2009	Jason Sims	Damien Wilson
2008	Gavin Fowler	Warren Neitz
2007	Neville Whittenbury	Dave Rudham
2006	Neville Whittenbury	Dave Rudham
2005	Gary Brown	Mike Dale

11.1.f STEPHEN TOLCHER NAVIGATOR'S AWARD

2019	Not Awarded	1999	Matthew Sanders
2018	Mike Goedecke	1998	Des Collins
2017	Leigh Weaver	1997	Not awarded

2016	Andrew Admiraal	1996	Cathy Hochwald
2015	Fiona McCubbin Mee	1995	Not awarded
2013/2014	Not Awarded	1994	Not awarded
2012	Damian Reed	1993	Alice Sarah
2011	Chris Edmondson	1992	Tony Dorrington
2010	Damien Wilson	1991	Lynette Marker
2009	Marcus Piristi	1990	John Wearn
2008	Bonnie McGough	1989	Heather Fraser
2007	Danielle Meehl	1988	Mark Fraser
2006	David Rowe	1987	Rod Winfield
2005	Karien Heimsohn	1986	Mark Jeffrey
2004	Claire Dowling	1985	Ian Ross
2003	John Greenwood	1984	Lisa Campbell
2002	Amanda Dwyer	1983	P Nelson
2001	Damien Mosey	1982	Sue Durant
2000	Alan Reseigh	1981	Doug Winfield

11.1.g SOUTH AUSTRALIAN CLUBMAN SERIES DRIVER AND CO-DRIVER

2019	Stuart Bates	Lincoln Bates
2018	Jarrod Bawden	Mike Goedecke
2017	Ian Weaver	Leigh Weaver
2013	Daniel Nicholls & Andrew Gleeson	Guy Tyler & Lisi Phillips
2012	Gavin Fowler	Damian Reed
2011	Michael Busby	Chris Edmondson
2010	Guy Tyler	Andrew Sarandis
2009	James Rodda	Marcus Piristi
2008	Jim McGough	Bonnie McGough
2007	Paul Kinnear	Danielle Meehl
2006	Michael Krickauf	David Krickauf
2005	Russell Marker	Karien Heimsohn
2004	Howard Ryan	Claire Dowling
2003	Michael Clements	John Greenwood
2002	Declan Dwyer	Amanda Dwyer
2001	Andrew Gleeson	Damien Mosey
2000	Brandon Elliot	Alan Reseigh
1999	Russell Jones	Matthew Sanders
1998	Russell Jones	Des Collins

11.1.h SOUTH AUSTRALIAN RISING RALLY STAR AWARD

2019	Not Awarded
2018	Millie Olsson
2017	Molly Spalding

11.2 PREVIOUSLY RUN

11.2.a SOUTH AUSTRALIAN RALLY SPRINT CHAMPIONSHIP DRIVER AND CO-DRIVER

2018	Jamie Pohlner	Ken Moore
2013	Daniel Nicholls	Guy Tyler
2009	James Rodda & Lewis Parin	Marcus Piristi & Sarah Furniss

11.2.b SOUTH AUSTRALIAN SPRINT RALLY CHAMPIONSHIP DRIVER AND CO-DRIVER

1998	Russell Jones	Des Collins

11.2.c SOUTH AUSTRALIAN TARMAC RALLY CHAMPIONSHIP DRIVER AND CO-DRIVER

2013	Mark Rundle	Steve Fisher
2012	Matt Sims	Dennis Sims
2011	Matt Sims	Dennis Sims
2010	Kevin Weeks	John Allen

2009	Andrew Burnard	Brian Virgo
2008	Steve Glenney	Bernie Webb
2007	Nick Streckeinsen	Mike Dale

11.2.d SOUTH AUSTRALIAN HANDICAP RALLY CHAMPIONSHIP DRIVER AND CO-DRIVER

2010	Guy Tyler	Andrew Sarandis
2009	James Rodda	Marcus Piristi
2008	Michael Hogan	Sonja Wight
2007	Dainis Skabe	Andrew Kriesl

11.2.e RALLY OF SOUTH AUSTRALIAN ROOKIE DRIVER AND CO-DRIVER

2012	Not Awarded	
2011	Andrew Burnard	Steve Fisher
2010	Not Awarded	
2009	Stephen Wade	Jed Richards
2008	Simon West	Yvette West
2007	Howard Ryan	Ashley Durbidge

11.2.f SOUTH AUSTRALIAN HYUNDAI RALLY SERIES DRIVER AND CO-DRIVER

2010	Brian Catt	Shane Miller
2009	Brian Catt	Shane Miller
2008	David Marriner	Dave Rudham
2007	David Marriner	Steven Marriner

11.2.g SOUTH AUSTRALIAN AUTOCROSS CHAMPIONSHIP DRIVER

2014	Not run	2009	James Rodda
2013	Daniel Nicholls	2008	Patrick Hall
2012	Daniel Day	2007	Michael Clements
2011	James Rodda	2006	Michael Clements
2010	Alexander Nott	2005	Michael Clements