

RACE MEETING STANDING REGULATIONS

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RACE MEETING STANDING REGULATIONS

THESE RACE MEETING STANDING REGULATIONS (RMSR) APPLY TO EACH CIRCUIT RACE MEETING CONDUCTED IN AUSTRALIA. THE RMSR ARE TO BE READ IN CONJUNCTION WITH ANY CATEGORY SPORTING OR TECHNICAL REGULATIONS WHICH HAVE BEEN APPROVED BY CAMS. IN ANY CASE WHERE THERE IS A CONFLICT BETWEEN ANY CATEGORY SPORTING OR TECHNICAL REGULATIONS AND THESE RMSR, THE CATEGORY SPORTING AND TECHNICAL REGULATIONS SHALL TAKE PRIORITY.

1. ADMINISTRATION

Each race meeting in Australia is conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS (NCR), these Race Meeting Standing Regulations (RMSR), any applicable **Championship or Series Regulations, the relevant Supplementary Regulations, and any further regulations or instructions issued by the Organiser (see NCR 27) of the race meeting.**

Each event shall be conducted under and in accordance with the CAMS rules policies and procedures, **which can be found on the CAMS website at www.cams.com.au**

1.1 OFFICIALS OF THE MEETING:

Supplementary Regulations shall contain the names of the Stewards of the Meeting, the Clerk of the Course, the Secretary of the Meeting and other senior officials as required under NCR 67.

1.2 SERIES PERSONNEL – APPOINTED BY CAMS:

To any race meeting, CAMS may appoint series personnel who shall have the authority to administer the various aspects of these regulations as detailed below:

(a) Race Director (RD)

- (i) The RD shall be appointed by CAMS and shall be responsible for maintaining the continuity of the sporting activity for the series to which they are appointed, at a meeting.
- (ii) The RD shall act in accordance with all regulations relevant to the conduct of the series to which they are appointed.
- (iii) The RD shall work in consultation with the Clerk of the Course as appropriate.
- (iv) The RD shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement:
 - (A) Control of the Competition;
 - (B) The stopping of any automobile or Driver pursuant to the Rules;
 - (C) The stopping of a practice, qualifying session or race in accordance with these Rules if deemed unsafe to continue; and ensuring that the correct restart procedure is carried out;
 - (D) The starting procedures contained in the Rules;
 - (E) The use of the Safety Car pursuant to the Rules; and;
 - (F) Imposition of Pit Lane Penalties in accordance with the rules of the competition or at the direction of the Stewards of the Meeting.

The RD shall conduct investigations into alleged breaches of driving standards (in conjunction with the IPO if present) and to reach a resolution based on the prescribed infringement system or alternatively refer the matter to the Stewards of the Meeting.

(b) Technical Commissioner (TC)

The TC shall be appointed by CAMS and shall report to the Chief Scrutineer, the Clerk of the Course and the Stewards of the Meeting who shall take appropriate action to prevent the participation of any ineligible automobile.

(c) Investigating and Prosecuting Officer (IPO)

The IPO shall be appointed by CAMS and shall be empowered as follows:

- (i) The IPO shall investigate each matter which may become the subject of a Stewards Hearing or dealt with under the prescribed infringement system including each matter referred to him by: the RD, Clerk of the Course, TC, DSA or any authorised official.
- (ii) The IPO Shall:
 - (A) Act at all times in accordance with these Regulations
 - (B) Work in consultation with the RD and the Clerk of the Course to ensure that the rules are applied correctly, fairly and consistently.
 - (C) Conduct or be a part of preliminary investigations and determine those matters that should be dealt with under the prescribed infringement system or brought before the Stewards of the Meeting for a hearing, including the review of each RD report, TC report, DSA report, Official's report, Team request for incident review form and video image including those from in-car cameras, and (any commercial television production footage that may be available) .
 - (D) Determine whether a matter should be dealt with under the prescribed infringement system or referred to the Stewards of the Meeting for a hearing. Appear at any subsequent hearing to present evidence or submissions relevant to the investigation conducted by the IPO and to the hearing.
 - (E) Prosecute each matter which he refers to the Stewards of the Meeting.
 - (F) Make submissions on the matter of penalty (in accordance with these rules) when the Stewards of the Meeting, as a result of a hearing, have determined that a penalty should be applied. In the absence (for whatever reason) of the IPO from a meeting, the responsibilities of the IPO shall be assumed by the RD, Clerk of the Course or a person appointed by CAMS.

1.3 SERIES PERSONNEL – APPOINTED BY A CATEGORY MANAGER:

In addition to any Series Personnel appointed by CAMS, a Category Manager (CM) may appoint series personnel who shall have the authority to administer the various aspects of these regulations as detailed below.

NOTE: The appointment of any series personnel by a CM must be approved by CAMS and published in the relevant series regulations.

(a) **Technical Advisor (TA)**

- (i) The TA shall be appointed by the CM and shall liaise with each Competitor, TC, Chief Scrutineer at each meeting to assist with ensuring the compliance of each automobile with the technical regulations.
- (ii) The TA may be called as an expert witness in relation to automobile eligibility matters.

(b) **Driving Standards Advisor (DSA)**

- (i) The DSA shall be appointed by the CM and shall advise the Drivers, the RD and the Stewards of the Meeting of the appropriate on-track driving standards and protocols. The DSA has the authority to recommend specific penalties to the Stewards of the Meeting for any breach of any on-track driving standards and protocols.
- (ii) The DSA has the authority to observe and advise Drivers on the manner in which Drivers control automobiles while on the race track, for the purpose of adherence to these regulations. This authority includes access to any video image (including those from In-car cameras, and the commercial television production).
- (iii) The DSA shall have free access to any Driver for the purpose of assisting the RD, IPO or the Stewards of the Meeting concerning any incident on the race track.
- (iv) If the DSA considers a Driver has breached any regulation, the DSA has the authority to report that Driver to the RD or IPO for judicial action.
- (v) The DSA may assist the RD, IPO or the Stewards of the Meeting in any matter at their discretion.

(c) **Category Administrator (CA)**

The CA shall be appointed by, and act on behalf of the CM and shall be empowered to manage all relevant aspects of the Championship or Series as detailed in these RMSR and the Championship or Series Sporting and Technical Regulations.

1.4 ELIGIBLE COMPETITORS:

Each person participating must be the holder of the appropriate licence issued by CAMS or another ASN as detailed in RMSR 2.8, as appropriate. In the case of International competition, only a person being the holder of an International licence, issued by CAMS or another ASN, is eligible to enter or drive. The holders of an International licence issued by an ASN other than CAMS are required to have their entry form endorsed by their parent ASN or to produce to the Organiser an authority to compete (a Visa) in any event under CAMS jurisdiction.

1.5 ABANDONMENT OR CANCELLATION OF THE MEETING:

The Organiser reserves the right to postpone or abandon any or all of the events. If, owing to unforeseen circumstances, a race is stopped before the completion of the full distance, the Organiser shall have discretion (subject to the approval of CAMS and the provisions of NCR 115 and 116) regarding the awarding of prizes.

2. ENTRIES

2.1 ENTRIES, DATES, AND FEES:

Each entry shall be accepted only if made on the official form, fully completed, and accompanied by the relevant fees.

Note: An entry for an event forms a contract; and each Competitor should give due consideration to this (refer NCR 72).

2.2 NUMBER OF ENTRIES:

The Organiser reserves the right to stipulate the maximum number of entries for each event, subject to the requirements of CAMS.

2.3 CONDITIONAL ACCEPTANCE:

In the event of the number of entries exceeding the maximum number of starters permitted, the Organiser reserve the right to accept entries conditionally. In the event of such conditional acceptance, each such Competitor shall be regarded as a reserve and may compete upon a vacancy occurring amongst the accepted entries – see NCR 85.

2.4 CHANGE OF PROGRAM:

The Organiser reserves the right to vary the program of events, and such changes must be approved by the Stewards of the Meeting.

2.5 CHANGE OF DRIVER:

If a Competitor wishes to change or nominate a Driver after the closing date of entries, he must apply to the Secretary of the Meeting for approval noting that there is no compulsion to accept such a change. After the publication of the program, such changes shall only be made with the approval of the Stewards of the Meeting.

2.6 NOMINATION OF DRIVERS:

For National Championships, refer to Australian Title Conditions.

2.7 REFUSAL OF ENTRIES:

The Organiser reserves the right to accept or reject an entry in accordance with NCR 83 without assigning a reason, save for a National Championship event where the approval of CAMS is required prior to rejecting an entry.

2.8 FOREIGN PARTICIPATION IN A NATIONAL EVENT:

The following text must be incorporated into the documentation for a meeting to permit a Competitor or Driver holding a licence issued by an ASN other than CAMS to participate in that meeting:

SUPPLEMENTARY REGULATIONS

LICENCE REQUIREMENTS

Each Competitor must hold a CAMS Competition Licence unless they comply with (a) or (b) below. Each Driver must hold a minimum of a CAMS Provisional Circuit competition licence unless noted otherwise

against a particular event or specified otherwise in the Sporting Regulations for the relevant Championship/Cup/Series/Trophy/etc. or;

- (a) *hold a MotorSport New Zealand competition licence and Tasman Visa valid for the event; or*
- (b) *hold a minimum of the highest grade National Licence issued by a foreign ASN together with an authorisation issued by that ASN for the event; each such Driver and Competitor:*
 - (i) *shall be ineligible to score points in any Championship/Cup/Series/Trophy/etc. connected with the event; and*
 - (ii) *must receive an authorisation to compete from CAMS prior to the event;*

The Organiser confirms that the circuit to be used for this event holds the necessary CAMS National Track licence for each of the events nominated in these Supplementary Regulations

ENTRY FORM

The Organiser confirms that the circuit to be used for this event holds the necessary CAMS National Track licence for each of the events nominated in these Supplementary Regulations.

3. INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to each event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au

4. SCRUTINY

4.1 TARGETED SCRUTINY:

Each automobile shall be subject to the provisions of the Targeted Scrutiny Program as detailed in the CAMS Targeted Scrutiny Program Matrix. The Targeted Scrutiny Program is an ongoing program which is based on a combination of routine and random audits of automobiles and Driver's apparel to ensure that all equipment remains in compliance with all relevant regulations. Routine audits shall be conducted on an automobile every 12 months or at every fourth meeting, whichever comes first.

NOTE: Any references in these regulations to the Chief Scrutineer automatically includes each nominee appointed by the Chief Scrutineer.

4.2 RESPONSIBILITIES OF THE COMPETITOR:

It is the responsibility of the Competitor to ensure full compliance with all provisions of the Targeted Scrutiny Program as follows:

- (a) A Targeted Scrutiny Declaration must be completed and submitted with the entry form for each automobile entered for a meeting;
- (b) Each automobile that is selected for an audit at a meeting under the Targeted Scrutiny Program must be presented in a complete and finished state at the time and location as advised by the Chief Scrutineer; and
- (c) All Driver's apparel shall be subject to random audits throughout the meeting and must be made available for inspection at any time as requested by the Chief Scrutineer.

4.3 MODIFICATIONS TO AUTOMOBILES:

An automobile which is modified in any way which may affect its safety or eligibility, or which is damaged in an accident in such a way as to have a similar effect, must be submitted for scrutiny and approval before being used in competition again.

4.4 EXAMINATION FOR ELIGIBILITY:

- (a) Should the Clerk of the Course, and/or the Chief Scrutineer, at any time suspect that an automobile does not comply with these regulations, they may so advise the Competitor, and/or team manager, and/or Driver thereof and, failing receipt of an adequate explanation which they in their sole discretion consider satisfactory, may require the automobile to be examined, including such dismantling as may be necessary, to determine the point/s in question.

- (b) Should such question/s arise before or during the meeting, it may be requested that such examination be postponed until after the meeting, and in such cases, immediately upon completion of the race the automobile is to be impounded until the examination is completed.

4.5 ACCIDENTS AND SCRUTINY:

- (a) Any damage incurred during any session or race may necessitate the automobile being shown the black flag with orange disc and being returned to the pits forthwith for examination by the Chief Scrutineer.
- (b) Following rectification (if any) and satisfactory examination by the Chief Scrutineer, such automobile may rejoin the session or race at the discretion of the Clerk of the Course.
- (c) Each automobile withdrawn from any session or race due to accident damage shall be returned to the scrutiny bay for examination by the Chief Scrutineer. Such automobile shall not be released to the Competitor other than upon the authority of the Chief Scrutineer.

4.6 MANUFACTURING AND MEASURING TOLERANCES:

See Definitions - Technical (see "General Requirements for Cars and Drivers", CAMS Manual).

4.7 PARC FERMÉ:

Each competing automobile, regardless of its placing in results, may be impounded by the Organiser at the conclusion of its session or race. In the case of an automobile impounded, the cost of examination (if any) and replacement of gaskets etc shall be payable by the Competitor, save as provided in NCR 210.

4.8 ADVERTISING AND SIGNAGE:

Advertising and signage shall be in accordance with Schedule K (refer to "General Requirements for Cars and Drivers"). If an exemption has been provided by CAMS from any requirement of Schedule K, the Competitor must provide written evidence of such exemption to the Chief Scrutineer.

4.9 COMPLIANCE:

Each automobile entered for the meeting must correspond with the detailed description contained in the relevant recognition document (as appropriate) and the log book issued for that automobile in accordance with the provisions of Schedule L (refer to "General Requirements for Cars and Drivers"). Any variation may result in the automobile being excluded, the forfeiture of any fees paid, and the application of other penalties at the discretion of the Stewards of the Meeting in accordance with the NCR, and specifically NCR 183(ii).

Each automobile and Driver's apparel must comply with the provisions of the CAMS Manual "General Requirements for Cars and Drivers" as appropriate.

4.10 ELIGIBLE AUTOMOBILES:

Each competing automobile shall be such as complies with the specifications of 1st, 2nd, 3rd, 5th or 6th Category automobiles. Each automobile of any category shall compete only in such category, and may not change categories during the meeting. The Organiser reserves the right to grade each automobile according to their estimate of that automobile's performance.

4.11 AUTOMOBILE ELIGIBILITY:

The Chief Scrutineer at the meeting, having noted an area of minor noncompliance, may complete a statement:

"In my view, the minor ineligibility noted in the log book of this automobile does not improve the performance to such an extent that the automobile should be excluded from this meeting."

- (a) Each log book bearing such an endorsement by the Chief Scrutineer shall be placed before the Stewards of the Meeting. If the Stewards of the Meeting approve such a log book endorsement for a minor ineligibility during the meeting, then the automobile shall not be regarded as ineligible in respect of the item/s noted and no protest on that ground by any person shall be accepted in respect of that meeting.
- (b) An endorsement for a specific minor ineligibility in the log book is valid only for the meeting at which it was granted. The defect must be corrected for the automobile to be eligible for any future competition.
- (c) Where a question of eligibility is raised during or after a competition and that matter would have been treated as a "minor ineligibility" if raised at scrutiny, the Stewards of the Meeting may treat the matter, post event, in the manner as determined above.

5. PRACTICE

5.1 EVENT SCHEDULE:

The event timetable may be advised in Further Regulations.

5.2 PRACTICE IS COMPULSORY:

- (a) Unless specifically permitted by the Clerk of the Course, each Driver and relief Driver shall complete at least three timed laps in practice and/or qualifying unless otherwise specified in Supplementary Regulations. Failure to do so may result in exclusion from the event.
- (b) When it is impossible for a Driver to practice in the automobile in which he intends to race, he may be permitted, at the discretion of the Clerk of the Course, to practice in an automobile of similar type. Lap times so recorded shall not count for grid positions, nor any awards.
- (c) In the case of a Driver who fails to appear for practice or does not practice, the following shall apply:
 - (i) If the holder of a Level PC, PCC, NC, CC or International circuit racing licence can provide evidence that they have participated satisfactorily as a Driver in a Race or Speed activity on the circuit previously, permission to race on race day may be given, but only in exceptional circumstances and at the discretion of the Clerk of the Course. If granted, such Driver shall start their first race from the rear of the grid.

5.3 GRID POSITIONS – PROGRESSIVE GRID:

- (a) Unless otherwise specified in Supplementary Regulations, each grid position for the first race shall be decided on lap times established in nominated qualifying sessions with the fastest Driver being placed on pole position and the remainder in order of their qualifying times.
- (b) If two or more Drivers record equal lap times in qualifying sessions, the first Driver to record the time shall take precedence as regards to starting and for grid positions.
- (c) Each grid position for any subsequent race/s shall be determined by the finishing order of the previous race with the winner of the previous race being placed on pole position and the remainder in the order in which they finished.
- (d) If a Driver failed to finish the previous race, he shall be placed at the rear of the grid.
- (e) If more than one Driver failed to finish, they shall be placed at the rear of the grid in order of the amount of laps completed in the previous race.
- (f) If a Driver failed to start the previous race, he shall be placed to the rear of all others and if there are more than one in this situation, they shall be placed in order as decided by the Organiser.
- (g) The Organiser, subject to grid capacity limits, reserve the right to include up to four Drivers on the rear of the grid regardless of qualifying times recorded, after considering application of the 130% rule.

5.4 QUALIFYING:

- (a) To race, each starter must practice or qualify within 130% of the pole position time, save for exceptional circumstances accepted as such by the Stewards of the Meeting. Such exceptional circumstances must be supported by evidence that the Driver has previously demonstrated their ability to achieve the required time under normal circumstances.
- (b) Supplementary or Sporting Regulations may require a lower lap time than 130% of the pole position time.
- (c) In events exclusively for historic automobiles, please refer to “Historic” in the CAMS Manual.
- (d) In the event that qualifying times are not able to be published for any reason, the Chief Timekeeper must immediately notify the Stewards of the Meeting. If satisfied that the results are not accurate or are unreliable in any way, the Stewards of the Meeting shall declare that the times for that session are null and void.
- (e) The Chief Timekeeper shall then, subject to the approval of the Stewards of the Meeting, determine a grid for the start of the first race as appropriate.

6. RACING

6.1 STARTER'S ORDERS:

Each Driver and automobile is considered to have come under "Starter's Orders" if on or approaching the grid or in pit lane when the "5 second" signal is given for a Standing Start or when the start signal is given for a Rolling Start. Having come under Starter's Orders for that race, such Driver and automobile shall be considered to have started the race.

6.2 DELAYED START:

- (a) If it is necessary to hold or delay the start, a board showing the words "START DELAYED" shall be shown to the starting grid and the yellow flashing lights shall be shown at the start line. If the red light has been switched on, it must remain on.
- (b) If a flag is to be used to give the start signal and has been raised, the starter shall furl the flag before lowering it.
- (c) When the start procedure recommences, it shall be from not later than the "1 Minute" signal.

6.3 MULTI-PART EVENTS:

To be eligible to start in the second or subsequent part/s of a multi-part event, a Driver (in that automobile) must have come under starter's orders (refer 6.1) in each of the preceding part/s.

6.4 START PROCEDURE AND GRID POSITIONS:

The Supplementary Regulations for the event must specify whether a standing or rolling start shall be used. Unless the Supplementary Regulations of an event require otherwise, the starting procedure for each race shall be as follows:

(a) Start procedure

Unless otherwise approved by CAMS and detailed in Series and/or Event Regulations, the procedure shall be Steps 1 and 3 (or 4) as listed below for each National Championship race and Steps 2 and 3 (or 4) for each non-National Championship race:

Step 1. Championship Start

- (a) On the instructions of an official, each automobile shall leave the marshalling area for one observation lap. At the end of this lap, each automobile shall stop on the grid in its allocated place. Pit crew may then approach each automobile for final preparation.
- (b) When three minutes remain before the formation lap a warning shall be sounded and a "3 Minute" board displayed by the starter.
- (c) When two minutes remain before the formation lap, a warning shall be sounded and a "2 Minute" board displayed by the Starter. The pit exit shall be closed at this time. The grid shall then be cleared of all personnel except for necessary crew members and officials.
- (d) When one minute remains before the formation lap, a warning shall be sounded and a "1 Minute" board displayed by the Starter. The grid shall be cleared of all personnel and each automobile's engine started.
- (e) If an automobile does not start, or stalls, the Driver shall raise one hand high. The automobile may be push-started by officials, or, if so directed by the officials, by the pit crew, after the rest of the field has left the grid.
- (f) Access to the grid shall be closed at this time and each automobile not having reached the rear of the grid should be driven into pit lane from where it may start the race after all other automobiles have passed the

Pit Exit as specified below, or held at the rear of the grid until the start signal, these automobiles also being considered eligible to start.
- (g) When 30 seconds remain before the formation lap, a warning shall be sounded and a "30 Second" board shall be displayed by the Starter. When the green flag is displayed by the Starter, each automobile may then proceed on a formation lap led by the automobile on pole position.
- (h) During the formation lap each automobile shall maintain its starting order with the pole position Driver leading. Passing is only allowed in order to maintain formation.

- (i) When they return to the grid, each automobile must stop on its allocated grid position unless held at the rear of the grid by officials.
- (j) Drivers must not stop and do "burn outs" at anytime during the formation lap.

Step 2. Non-Championship Start

- (a) When one minute remains before the formation lap, a "1 Minute" board shall be displayed by an official in the marshalling area. The marshalling area shall be cleared of all personnel and each automobile's engine started.
- (b) When the green flag is displayed by an official, each automobile shall leave the marshalling area for a formation lap.
- (c) If an automobile does not start, or stalls, the Driver shall raise one hand high. The automobile may be push-started by officials, or, if so directed by the officials, by the pit crew, after the rest of the field has left the marshalling area.
- (d) Once automobiles have left the marshalling area and cleared pit lane, the pit exit shall be closed; each automobile that requires a push start or is held at pit exit may start the race from pit exit, as detailed below:
 - (i) During the formation lap each automobile shall maintain its starting order with the pole position Driver leading. Passing is only allowed in order to maintain formation.
 - (ii) When they form up on the grid, each automobile must stop on its allocated grid position unless held at the rear of the grid by officials.
 - (iii) Drivers must not stop and do "burn outs" at anytime during the formation lap.

Step 3. Starting the Race – Standing Start

- (a) For a standing start, Step 1 or Step 2 shall be applied up until the display of the green flag to commence the formation lap as detailed in the relevant regulations.
- (b) Following the formation lap, when the starter is satisfied that each automobile is correctly positioned the starter shall indicate that there are approximately five seconds before the red light is switched on.
- (c) At any moment, but not less than three seconds and not more than five seconds after the red light is shown, the start of the race shall be indicated by the extinguishing of the red light. A green light may be shown to indicate that the race has started.
- (d) If the lights are not functioning, the National Flag shall then be used, being raised five seconds after the five-second signal, and dropped three to five seconds later to indicate the start of the race.
- (e) Flashing yellow lights shall indicate a delayed formation lap or start, and the "Start Delayed" board shall be displayed. In this case the start procedure shall recommence from the "1 Minute" signal, and the race may be shortened by the Stewards of the Meeting for each pre-race lap completed prior to the delayed start.
- (f) Each Driver who is delayed leaving the grid at the start of the formation lap may not overtake another moving automobile if their automobile was stationary after the remainder of the automobiles had left the grid, and must start the race from the rear of the field. If more than one Driver is affected in this way, they must form up at the rear of the field in the order they left to complete the formation lap.
- (g) Each automobile which encounters a problem during the formation lap, or is unable to keep up or is unable to take its place on the grid, may be driven into pit lane instead of proceeding to the grid (or held at the rear of the grid if having passed the pit entry). The automobile may then start the race from the pit exit (having come under Starter's Orders), but only on the direction of an official, and after the rest of the field has passed the pit exit. If the automobile is driven to the grid instead of to the pit lane, officials may direct it to start the race from the rear of the grid.
- (i) Each automobile which is still on the grid after the starting signal has been given may be pushed, but only by officials or others specifically authorised to do so. Each Driver not following this procedure may be penalised by a pit lane penalty as determined by the Clerk of the Course / RD, and/or by some other penalty as may be determined by the Stewards of the Meeting.

Step 4. Starting the Race – Rolling Start

- (a) For a rolling start, Step 1 or Step 2 shall be applied up until the display of the green flag to commence the formation lap as detailed in the relevant regulations except that prior to the “1 Minute” signal being shown to the field, an official vehicle shall be positioned at the front of the field and at the “1 Minute” signal its flashing roof lights shall be turned on.
- (b) When the green flag is displayed, each automobile may then proceed on the formation lap, led by the official vehicle (with flashing lights turned on) followed by the automobile on pole position. During the formation lap, each automobile shall maintain its starting order with the pole position Driver leading, keeping the 2x2 formation. Passing is only permitted if an automobile is delayed when leaving its grid position or an automobile has obvious problems and an automobile behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order.
- (c) Each Driver who is delayed leaving the grid (in the case of Step 1) or the marshalling area (in the case of Step 2) may not overtake another moving automobile if his automobile was stationary after the remainder of the automobiles had left the grid (Step 1)/marshalling area (Step 2), and must start the race from the rear of the field. If more than one Driver is affected in this way, they must form up at the rear of the field in the order they left to complete the formation lap.
- (d) The speed of the official vehicle shall be approx. 80 km/h during the formation lap, and each automobile in the field must maintain position within five automobile lengths of the automobile in front. Should this speed be different, Drivers shall be advised at the Drivers’ briefing.
- (e) Drivers must not stop and do “burn outs” at any time during the formation lap.
- (f) Each Driver who is unable to start the formation lap must indicate this by raised hand and, after the remainder of the automobiles have crossed the Starting Line (Step 1)/left the marshalling area (Step 2) on their formation lap, may be removed into the pit lane or to another safe position.
- (g) Each automobile entering pit lane shall be permitted to start from pit lane exit but only under the direction of an official and after the rest of the field has passed pit exit.
- (h) Unless the Clerk of the Course instructs otherwise, as the field approaches the end of the formation lap, the official vehicle shall turn off its flashing lights, then enter pit lane or other designated position. The field shall proceed on, led by the automobile on pole. Each automobile must maintain its position, with no overtaking or overlapping permitted, and remain directly in line behind the automobile in front until after the signal to start is given.
- (i) The lead automobile must maintain a speed of between 75 and 85 km/h until the signal to start has been given.
- (i) If the Starter is satisfied that each automobile is correctly positioned as the automobiles approach the start line at the end of the formation lap he shall indicate the start of the race by waving the green flag to the field and/or turning on the green light.
- (j) If a problem arises as the automobiles are approaching the starting line at the end of the formation lap and/or before the official vehicle has withdrawn from the track, the green flag/light shall not be displayed to the vehicle shall complete a second formation lap before completing the start procedure as above. If the official vehicle has withdrawn, the field led by the pole automobile shall complete a second formation lap at the same speed, prior to starting the race. Flashing yellow lights and/or waved yellow flags at each flag post shall indicate a delayed or aborted start. The race shall be shortened by one lap for each extra formation lap completed.
- (k) Each Driver not following this procedure may be penalised by a pit lane penalty as determined by the Clerk of the Course / RD and/or by some other penalty as may be determined by the Stewards of the Meeting.

6.5 HANDICAPPING:

Where applicable, handicaps shall be allocated at the discretion of the handicapper.

6.6 STARTING OF MOTORS ON THE GRID:

The starter motor, as fitted to the automobile, shall be the only means of starting the engine prior to the start of the race save as permitted in regulation 6.4. Each automobile, the engine of which is not running when the start signal is given, may be push started and shall be subject to any penalties referred to in regulation 6.4. An automobile, the stalling of which has resulted in a delayed start, may be placed at the rear of the grid for any subsequent start/s of that race.

6.7 DRIVER:

Unless otherwise approved by CAMS or as provided for in NCR 46, only the Driver is permitted in a competition automobile when it is on the track.

6.8 COMMUNICATION TO/FROM AUTOMOBILE:

- (a) Two-way radio communication between a driver and a member of the pit crew is permitted.
- (b) Each team using two-way communications must comply with the Australian Communications and Media Authority (ACMA).

6.9 PIT AREA:

- (a) During the course of any event, equipment expected to be necessary during an impending pit stop may be left in pit lane, but only for a period commencing approximately two laps before the expected pit stop, and ending immediately after the automobile leaves the pits.
- (b) Up to three team members from each automobile continuing in the competition shall be permitted in the signalling area, unless the Supplementary Regulations specify otherwise.
- (c) No part of any air hose or rig suspended above the pit lane may be less than 2m from the pit lane surface.
- (d) The pit lane speed limit shall be 40km/h. This speed limit shall apply in pit lane at all times. If this limit is exceeded, the Clerk of the Course / RD may apply a pit lane penalty and/or the Driver may be referred to the Stewards of the Meeting.
- (e) The use of reverse gear in pit lane is not permitted.

6.10 PIT STOPS: Unless specified otherwise in Series or Supplementary Regulations, the following shall apply:

- (a) A maximum of six persons are permitted to work on an automobile at any time whilst participating in any event.
- (b) Of the six persons permitted to assist with any pit stop, one must be dedicated to the role of Car Controller.
- (c) The Car Controller is responsible for the safe conduct of the pit stop and specifically for the safe release of the automobile back into pit lane at the conclusion of the pit stop.
- (d) Each person in pit lane during competition must be able to show evidence of having signed a pit lane indemnity.
- (e) The Driver, if not assisting with repairs or replenishments, may remain seated (even during refuelling) at the wheel of the automobile. The Driver, in such circumstances, shall not be counted amongst the regulation number working on the automobile.
- (f) In the event of a change of Driver, assistance from the Driver leaving the automobile in fastening seat belts and adjusting seat and/or mirrors shall not be counted amongst the six persons working on the automobile on condition that only the functions mentioned are performed. A person holding conversation with the Driver is not counted amongst the six people permitted to work on the automobile.
- (g) In the event of an automobile being delayed beyond the normal time taken for tyre change and refuelling, officials may, in the interest of safety, require and permit the automobile to be removed from the pit apron, but only under such conditions already specified for pit stops.
- (h) Each Driver of an automobile rejoining the race after a pit-stop must obey the directions of all officials concerned, and any signal shown at pit exit.
- (i) During refuelling operations in races, the conditions of Schedule N (refer to "General Requirements for Cars and Drivers", CAMS Manual of Motor Sport) must be respected.

6.11 RACE FINISHERS AND AWARDS:

- (a) The winner of a race, unless otherwise specified in Supplementary Regulations, shall be the automobile that crosses the finish line first (where automobiles start at the same time), or completes the prescribed distance in the shortest time (where automobiles start at different times), or cover the greatest distance in the time allowed (where automobiles race over a set time) having regard for the fact that:

- (i) should the chequered flag be shown before the prescribed distance (or time) has been reached by the leader, the race shall be considered to have finished at the time such flag was shown;
 - (ii) should the chequered flag be shown after the prescribed distance (or time) has been reached by the leader, the race shall be considered to have been finished at the time the prescribed distance was covered (or time elapsed); and
 - (iii) if the race is stopped by the use of a red flag and is declared a race (or part race), the results shall be calculated from the time the leader crossed the finish line at the start of the lap before the lap on which the red flag was shown;
 - (iv) when the event results are based on elapsed time, the chequered flag shall be shown to the leader on the first time they cross the finish line after the prescribed time has elapsed, unless Regulations for the event specify otherwise.
- (b) In all cases, the results shall show:
- (i) the winner first;
 - (ii) then each automobile classified as a finisher in the order of the number of laps completed by each; for each group of automobiles completing the same number of laps, in order of the time taken to complete those laps;
 - (iii) then each automobile not classified as a finisher in the order of the number of laps each completed before the race finished; and
 - (iv) then each automobile which was allocated a grid position in the race and which did not start.
- (c) Any time penalty to be added to the results shall be added to the time taken by the relevant automobile to complete the race distance before the race results are compiled. It shall not affect the number of laps credited to that automobile.
- (d) In races where Supplementary Regulations provide for penalty laps, such penalties shall be applied to the laps recorded by the relevant automobile before the race results are compiled.
- (e) To be classified as a finisher, an automobile must have crossed the finish line on the track (ie, not the pit lane or pit entry road) under its own power and been credited with having completed at least 75% of the distance completed by the winner of the event and must have completed its last lap in less than twice the time of the winner's fastest lap time for that event.
- (f) The pit exit shall close as the winner receives the chequered flag. No protest may be lodged on the time that the pit exit closes.
- (g) Prizes and awards shall be distributed amongst all Competitors listed as finishers in the results in accordance with the regulations for the event.
- (h) Where points are to be awarded for finishing positions in a race, they shall be specified in the event or Championship/Series regulations and the following shall apply for races where the scheduled distance/durations is not completed:
- (i) Any race which is stopped and not restarted, and during which less than 50% of the race distance/duration has been completed by the leader, shall be deemed a non-race in respect of points and no points shall be awarded.
 - (ii) Any race which is stopped and not restarted, during which 50% - 75% of the race distance/duration has been completed by the leader, shall be deemed to have been completed in respect of points but only 50% of the points shall be awarded.
 - (iii) Any race which is stopped and not restarted during which 75% or more of the race distance/duration has been completed by the leader, shall be deemed to have finished and a full allotment of points shall be awarded.

6.12 SAFETY CAR: The Clerk of the Course reserves the right to introduce the Safety Car at any time.

- (a) Where a RD is appointed to an event, the RD shall have over-riding authority in all respects of the Safety Car procedures.
- (b) The automobile shall be clearly marked "SAFETY CAR" on the rear and sides. Alternatively, with the approval of the Clerk of the Course an electronic sign may be attached to the roof to display the words "SAFETY CAR".

- (c) The automobile shall have at least one flashing yellow light on the roof each powered by a different electrical circuit. It shall be driven by an experienced circuit Driver. It shall carry an approved observer capable of recognising each competing automobile and who is in permanent radio contact with race control.
- (d) Prior to the start of a race where it may be used, the Safety Car shall take up position at the pit exit, or other designated position.
- (e) The Safety Car shall be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It shall normally be used if a Driver, team member or official is in immediate physical danger but the circumstances are not such to necessitate stopping the race.
- (f) When the order is given to deploy the Safety Car during the race, each flag post shall display a waved yellow flag and an "SC board" until the intervention is over.
- (g) When notified of the Safety Car intervention (by flag signals and SC boards), each competing automobile shall immediately reduce speed and cease racing. Overtaking is forbidden. During the race, the Safety Car with its flashing lights on shall start from the pit lane and shall join the track regardless of where the race leader is.
- (h) When the Safety Car joins the track, each competing automobile shall line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car.
- (i) When ordered to do so by the Clerk of the Course, the observer in the Safety Car shall use a green light on the rear of the automobile (or other signal) to signal individual automobiles between it and the race leader (or other relevant automobile – eg, should the leader stop, the next automobile in the line shall take that position, this automobile not necessarily being the second place automobile) that they should pass. These automobiles shall continue at reduced speed and without overtaking until they reach the line of automobiles behind the Safety Car.
- (j) The Safety Car shall be used at least until the leader or other relevant automobile, is behind it and generally until each remaining automobile is lined up behind it. Each automobile must maintain the same speed as the Safety Car whilst in convoy and the same speed as the automobile in front of it. Each Driver should maintain a maximum distance of five automobile lengths from the automobile in front before the recommencement of racing.
- (k) While the Safety Car is in operation, each competing automobile may stop at their pit, but may only rejoin the track when the pit exit is open. Pit exit shall be open at all times except when the Safety Car and the line of automobiles following it are about to pass, or are passing the pit exit. The Clerk of the Course may elect to reduce the amount of time that pit exit is open solely to allow each automobile positioned at pit exit to rejoin the line, and if this is to happen, each Competitor must be notified either by regulation or briefing.
- (l) An automobile rejoining the track must proceed at reduced speed until it reaches the end of the line of automobiles behind the Safety Car.
- (m) In preparation for the end of the deployment, the Clerk of the Course shall set a prescribed speed for the Safety Car. When the Clerk of the Course calls in the Safety Car, it shall extinguish all the flashing lights, accelerate away from the field and enter the pit lane at the end of that lap. From the time that all flashing lights are extinguished on the safety car, each automobile must maintain the prescribed speed and the practice of aggressively accelerating and/or braking and/or moving either left or right is prohibited.
- (n) As the Safety Car is entering the pit lane the yellow flags and "SC" boards displayed at each flag post shall be withdrawn and a green light/green flag shall be shown at the Control (Timing) Line to signal the restart. Each flag post shall also display a waved green flag. At this time, each automobile is permitted to accelerate or maintain the prescribed speed, but not slow down, up to the Control (Timing) Line.
- (o) No automobile may overtake or overlap another until it has crossed the Control (Timing) Line after the signal to restart has been given unless an automobile slows with an obvious problem and an automobile cannot avoid passing it without unduly delaying the remainder of the field.
- (p) The green flags shall be withdrawn after the last automobile crosses the Control (Timing) Line.
- (q) If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the automobiles shall take the chequered flag as normal without overtaking or increasing speed.

- (r) Each lap conducted while the Safety Car is in service shall be counted as a race lap.

Starting the race behind the Safety Car

- (a) In exceptional circumstances (e.g. heavy rain, partially flooded track etc.) a race may be started behind the Safety Car. To facilitate this, the Safety Car may be brought to the front of the grid prior to the formation lap. If the Safety Car is then not to be used for the start, at the "5 Minute" signal for endurance races or the "2 Minute" signal for sprint races, the Safety Car shall complete one lap of the circuit and enter pit lane.
- (b) In any case, if a start behind the Safety Car is required, the Safety Car shall be brought to the front of the grid and at any time before the "1 Minute" signal its flashing yellow lights shall be turned on. This is the signal to each Driver that the race shall be started behind the Safety Car. Each flag post shall also display an SC board and waved yellow flag.
- (c) When the green lights or green flag is shown by the Starter, the Safety Car shall leave the grid with each automobile following in grid order, in single file and no more than five automobile lengths apart. As the leading automobile crosses the starting line at the end of the formation lap, the race shall be deemed to have started whether the Safety Car remains at the front of the field or is withdrawn. The Safety Car shall continue to be used until the Clerk of the Course is satisfied that it can return to pit lane, allowing the field to commence racing following the normal Safety Car procedure.
- (d) Any Driver not following these Safety Car procedures may be penalised by a pit lane penalty as determined by the Clerk of the Course / RD, and/or by some other penalty as may be determined by the Stewards of the Meeting.

6.13 STOPPING THE RACE:

- (a) Should it become necessary to stop a race because the circuit is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order the red flag to be displayed simultaneously at each flag post. When the signal is given, each automobile shall immediately reduce speed and not overtake another competing automobile, in the knowledge that:
 - (i) results shall be the race order as at the start of the lap before the lap in which the red flag is shown;
 - (ii) race and service vehicles may be on the track;
 - (iii) the circuit may be totally blocked because of an accident;
 - (iv) weather conditions may have made the circuit un-driveable at racing speed; and
 - (v) the pit lane shall be open.
- (b) The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given.

Case A – Fewer than two full laps

- (a) If the race can be restarted:
 - (i) The original start shall be deemed null and void.
 - (ii) The length of the restarted race shall be the full original race length unless the Stewards of the Meeting approve a shorter length.
 - (iii) Each Driver who was eligible to take part in the race shall be eligible for the restart, only in the automobile in which they started the aborted race.
 - (iv) After the signal to stop the race has been given, each automobile able to do so shall proceed slowly and directly to:
 - (A) the pit lane; or
 - (B) (if the grid is clear) to their original grid positions; or
 - (C) (if the grid is not clear) to a position behind the last grid position as directed by the officials).
 - (v) Each automobile may be worked on, save that refuelling is prohibited. If work is carried out on the grid, this must be done at each automobile's original grid position and must not impede the new start.

- (b) If the race cannot be restarted then it is deemed “No Race”. No point or awards may be awarded.

Case B – Two or more full laps, but less than 75% of the race distance/duration (rounded up to the next lap/minute)

- (a) If the race can be restarted:
- (i) Other than the race order as at the start of the lap before the lap in which the red flag is shown and the number of laps covered by each Driver the original race shall be deemed null and void.
 - (ii) The length of the restarted race shall be two laps less than the original race distance, less the number of laps completed by the leader before the signal to stop was given, unless the Stewards of the Meeting approve otherwise.
 - (iii) The grid for the restarted race shall be the race order as at the start of the lap before the lap in which the red flag was shown. The grid positions shall not be closed up should an automobile be unable to restart.
 - (iv) Finishing positions shall be determined by the final positions at the completion of the restarted race. Prior to the restart, each Driver shall be credited with the number of laps completed in the declared results of previous part/s.
 - (v) Only automobiles which took part in the original start shall be eligible and then only if they returned under their own power by an authorised route to either the pit lane, to a position behind the last grid position as directed by the officials, or to the grid.
 - (vi) Each automobile may be worked on in the pits or on the grid. No refuelling is permitted at this time – see below. If work is carried out on the grid, this must be done at the automobile's correct grid position and must not impede the restart.
 - (vii) If an automobile returns to the pits for refuelling, such refuelling may only commence after the restart, after which the automobile may rejoin the race.
- (b) If the race cannot be restarted then, the situation shall be handled in the same manner as for Case C below.

Case C – 75% or more of the race distance/duration (rounded up to the next lap/minute)

- (a) Each automobile shall be sent directly to the parc fermé and the race shall be deemed to have finished and the results shall be the race order as at the start of the lap before the lap in which the red flag is shown.
- (b) In both Case A and Case B
- (i) Unless specified in Supplementary Regulations, the race shall be restarted at the “2 Minute” signal, at which time the pit lane exit shall close.
 - (ii) An automobile which is unable to take its position on the grid before the “2 Minute” signal shall be directed to the pit lane. It may start from the pit exit as specified in the start procedure.

6.14 SUSPENDING AND RESUMING THE RACE:

This procedure for restarting a race that has been stopped is recommended for National events but may apply to any race at the discretion of the Clerk of the Course.

- (a) **Suspending the race**
- (i) Should it become necessary to suspend the race because the Circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order red flags to be shown at all flag posts.
 - (ii) When the red flag is displayed overtaking is forbidden, the pit exit shall be closed and all automobiles should proceed slowly to the grid (Drivers may also choose to enter the pits). The first automobile to arrive on the grid should occupy pole position and others should line up in a single line behind it in the order they arrive. Any automobile unable to return to the grid as a result of the track being blocked may return provided they do so under their own power and when the track is cleared.
 - (iii) Team members and Officials shall be permitted on the grid, and any other personnel as approved by the Clerk of the Course.

- (iv) An automobile may be pushed from the grid to Pit Lane only if approved by the Chief Scrutineer/TC. Any such automobile is not permitted to refuel.
 - (v) The order of the automobiles on the grid shall be taken at the last point at which it was possible to determine the position of all automobiles, which may require automobiles to be repositioned on the grid.
 - (vi) The Safety Car will be positioned at the front of the grid.
 - (vii) Whilst the race is suspended:
 - (A) Neither the race nor the timekeeping system will stop.
 - (B) Automobiles may be worked on once they have stopped on the grid (once access is granted) or they have entered the pits, but any such work must not impede the resumption of the race.
 - (C) Refuelling and/or Driver changes are forbidden. However, any automobile which was in the pit entry or Pit Lane when the signal to suspend the race was given shall be permitted to refuel and/or change Drivers in accordance with the event regulations.
 - (D) The changing of any tyre is forbidden unless permitted by the Clerk of the Course due to weather conditions (e.g. dry to wet) or if approved by the Chief Scrutineer/TC for safety reasons. However, any automobile which was in the pit entry or Pit Lane when the signal to suspend the race was given shall be permitted to change its tyres in accordance with the event regulations.
 - (viii) Any automobile in the Pit Lane shall be permitted to leave the pits when the pit exit is open in accordance with procedures for resuming a race and in the order it arrived at the pit exit.
 - (ix) If the race is suspended during a Safety Car intervention, and the Safety Car is directed into the Pit Lane, each automobile shall stop in a line behind the Safety Car in the fast lane. An automobile may be worked on in the fast lane, however, refuelling is forbidden and tyres may only be changed if approved by the Clerk of the Course due to weather conditions or by the Chief Scrutineer/TC for safety reasons and any such work must not impede the resumption of the race.
 - (x) At all times Drivers must follow the directions of the officials.
- (b) **Resuming the race**
- (i) A signal shall be shown five minutes, three minutes, one minute and thirty seconds before the resumption and each of these shall be accompanied by an audible warning.
 - (ii) Two minutes prior to the green flag any automobiles between the Safety Car and the leader shall be waved off to complete a further lap, without overtaking, and join the line of automobiles on the grid or behind the Safety Car if it has moved off. When leaving the grid Drivers must activate their Pit Lane speed limiters (if fitted) until they pass the Safety Car at the front of the grid.
 - (iii) At the one minute signal the grid shall be cleared of all personnel and equipment.
 - (iv) When the green flag is waved the Safety Car shall leave the grid and each Driver must follow no more than five (5) Car lengths apart. As soon as the last automobile in line behind the Safety Car passes the end of the Pit Lane (including any automobiles which were waved off two minutes prior to the green flag) the pit exit light shall be turned green and automobiles in the Pit Lane may then enter the track and join the line of automobiles behind the Safety Car.
 - (v) The relevant Safety Car procedures shall be followed including the display of yellow flags and SC boards whilst the Safety Car is deployed.
 - (vi) Overtaking is only permitted if:
 - (A) An automobile is delayed when leaving the grid and automobiles behind cannot avoid passing it without unduly delaying the remainder of the field; or
 - (B) There is more than one automobile starting from Pit Lane and one of them is unduly delayed.
 - (vii) If the automobiles have entered the Pit Lane behind the Safety Car, the same procedure shall apply with the race recommencing from the pit exit.

- (viii) The Safety Car shall enter the pits after one lap unless the Clerk of the Course determines otherwise.
- (ix) If the race cannot be resumed the results shall be the race order as at the start of the lap before the lap in which the red flag was shown.
- (x) Decisions made in respect of this Rule cannot be protested.

7. CODE OF DRIVING CONDUCT

7.1 INFRINGEMENTS:

- (a) In addition to any other penalties applied to a Driver committing an infringement against this Code of Driving Conduct, the Driver may be black-flagged and brought in to the pit lane where he shall be asked to explain their actions to the Clerk of the Course. In this circumstance during a qualifying session, times established by the Driver concerned in the laps preceding the infringement and up until they report to the Clerk of the Course may be deleted from the results of that session.
- (b) If a second infringement is committed, the Driver may be black-flagged again, and excluded from the session or race. The above action may be taken for any infringement on the track, and in particular when a Driver cuts corners, shortens the course, or drives over the back of kerbs, and may be in addition to any other penalties applied.

DEFINITION OF TRACK

- (a) The track, for the purpose of judging compliance with the Code of Driving Conduct, shall be taken to mean that part of the track defined by the outer edge of a white line along each side of the track.
- (b) For the pit lane, the pit entry road, and the pit exit road – the track is defined by the outer edge of the line marking the lanes or the roads as appropriate. the pit entry road, and the pit exit road – the track is defined by the outer edge of the line marking the lanes or the roads as appropriate.

7.2 OBSERVANCE OF SIGNALS:

- (a) The instructions detailed in Appendix H of the CAMS Manual of Motor Sport are deemed to be part of this Code of Driving Conduct. Each Driver must abide by them.

7.3 OVERTAKING, CAR CONTROL AND TRACK LIMITS;

- (a) An automobile alone on the track may use the full width of the said track, however as soon as it is caught by an automobile which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the Driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals shall display waved blue flags to indicate that the faster Driver wants to overtake. A Driver who appears to ignore the blue flags shall be reported to the Stewards of the Meeting.
- (b) Overtaking, according to the circumstances, may be carried out either on the right or the left. More than one change of direction to defend a position is not permitted. A Driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one automobile width between his own automobile and the edge of the track on the approach to the corner.

Manoeuvres liable to hinder other Drivers such as deliberate crowding of an automobile beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. A Driver who appears guilty of any of the above offences shall be reported to the Stewards of the Meeting.
- (c) Each Driver must use the track at all times. For the avoidance of doubt:
 - (i) Each white line defining the track edge is considered to be part of the track but a kerb is not; and
 - (ii) A Driver shall be judged to have left the track if no part of the automobile remains in contact with the track. Should an automobile leave the track for any reason, and without prejudice to 7.3(d) below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining an advantage.
- (d) Repetition of serious mistakes or the appearance of a lack of control over the automobile (such as leaving the track) shall be reported to the Stewards of the Meeting and may entail the imposition of penalties up to and including the exclusion of the Driver concerned.
- (e) It is not permitted to drive an automobile unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time.

7.4 AUTOMOBILES STOPPING DURING A RACE:

- (a) The Driver of an automobile leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
- (b) Should an automobile stop outside the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the automobile it shall be the duty of the officials to assist. If such assistance results in the Driver rejoining the race, this must be done without committing a breach of the regulations and without gaining an advantage.
- (c) Repairs carried out on the track may only be made by the Driver using tools and spare parts carried aboard the automobile.
- (d) Replenishment of any kind is prohibited save when the automobile concerned is stopped at its pit.
- (e) Apart from the Driver and duly appointed officials, nobody is allowed to touch an automobile except in the pit lane.
- (f) Pushing an automobile on the track is prohibited.
- (g) Except during a race suspension, an automobile abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

7.5 ENTRANCE TO THE PIT LANE:

- (a) The section of track leading to the pit lane shall be referred to as the "pit entry".
- (b) During competition access to the pit lane is allowed only through the pit entry.
- (c) A Driver intending to leave the track or to enter the pit lane should make sure that it is safe to do so.
- (d) Except in the case of force majeure (accepted as such by the Stewards of the Meeting), the crossing, in any direction, of the line separating the pit entry and the track is prohibited.

7.6 EXIT FROM THE PIT LANE:

Except in the case of force majeure (accepted as such by the Stewards of the Meeting), any line painted on the track at the pit exit for the purpose of separating cars leaving the pit lane from those on the track must not be crossed by any part of an automobile leaving the pit lane.

7.7 PRACTICE STARTS:

Unless specifically authorised, practice starts are prohibited except those made from the pit lane exit or from the grid at the start of any formation lap.

8. JUDICIAL PROCEDURES

8.1 STEWARDS' ENQUIRY:

- (a) Judicial matters at, or arising from a meeting may normally be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to Competitors, Drivers and officials. In the event that a Competitor or Driver admits to a breach of the regulations, and an appropriate penalty is agreed between the Competitor or Driver and the Clerk of the Course, RD or IPO (acting on behalf of and with the approval of the Stewards of the Meeting), there is no requirement for the Stewards of the Meeting to conduct an inquiry into the matter. All details relating to the matter must be recorded on the Infringement Notice which can be found at the CAMS website under 'Judicial Forms' at <http://www.cams.com.au/get-involved/events/event-forms>
- (b) At the request of the Clerk of the Course, RD or IPO, or in exceptional circumstances, at their own initiative, the Stewards of the Meeting may inquire into an occurrence at or arising from a meeting.
- (c) All relevant persons may be required to attend the inquiry. Notice to attend shall normally, but not necessarily, be in writing and shall include the details of the matter under investigation.
- (d) At the inquiry, before commencing, the Stewards of the Meeting must inform the person, the subject of the inquiry, of the nature of the matter referred to them or of the alleged dispute or offence and that as a result of the inquiry penalties may be imposed. Each Competitor or Driver must present their case in person and may only have representation with the prior express approval of the Stewards of

the Meeting. If the Stewards of the Meeting provide such approval, this representative must not be a current or former legal practitioner.

- (e) The inquiry shall be conducted as the Stewards of the Meeting determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses shall be conducted by the Stewards of the Meeting.
- (f) Each Competitor or Driver must be made aware of all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.
- (g) For a National Series/Championship a "Request for Investigation" form as distributed by the CM may be completed by a Competitor or Driver and submitted to the Clerk of the Course, RD or DSA (as appropriate) within 30 minutes of the end of a session or race in which the offence is alleged to have occurred.
- (h) Should guilt be established as a result of an inquiry, any submission to be put to the Stewards of the Meeting with regard to penalty shall be made, so as to avoid the necessity for a separate re-convening of the inquiry to consider an appropriate penalty.
- (i) A decision shall normally take effect immediately after it has been made.
- (j) Each affected Competitor or Driver shall be advised of any decision as soon as practicable after it has been made.
- (k) Where possible, a written decision shall be provided as soon as practicable after the completion of the inquiry.
- (l) The Stewards of the Meeting shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.
- (m) In addition to penalties provided in the National Competition Rules, the Stewards of the Meeting may also apply:
 - (i) A penalty by the way of the addition of time up to a maximum of one minute to the total race time of any race for a breach of the NCR, the Supplementary or Sporting Regulations.
 - (ii) A penalty by way of a deduction of Series/Championship points, to a maximum of the total number of points possible to be scored by any one Driver at any round of a Series/Championship for a breach of the NCR, the Supplementary or Sporting Regulations.
 - (iii) Any penalty listed in these RMSR, the Series/Championship Sporting and Technical Regulations.
- (n) Each person affected by or concerned in an inquiry shall be bound by the decision or determination of the Stewards of the Meeting, subject only to rights of appeal pursuant to Part XIII of the NCR.
- (o) For any National Series/Championship, in the event that the Stewards of the Meeting commence an inquiry, and do not make a decision during the meeting at which the inquiry was commenced, the inquiry may be re-convened by the Stewards of the Meeting at the following round of the Series/Championship.
- (p) For any National Series/Championship, any technical or sporting issue which becomes apparent between rounds of the National Series/Championship, may become the subject of a Steward's inquiry at a subsequent round of the Series/Championship.

9. PENALTIES

9.1 PENALTIES ISSUED BY THE CLERK OF THE COURSE:

- (a) A breach of any regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of up to a one-minute penalty to be added to the race time or to each qualifying lap, for each and every breach without prejudice to further penalty as provided hereinafter.
- (b) When occurring during a race, a breach of any regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of a time, stop/go or pit lane drive through penalty.

9.2 NOTIFICATION OF TIME PENALTIES:

- (a) Time penalties imposed as a result of Judge of Fact decisions, e.g. false start, shall be:
 - (i) notified as soon as practical to the Competitor's pit; and

- (ii) notified to the whole of the field by the display at the control line of an appropriate signal, together with the Competitor's number.
- (b) Other time penalties authorised in Regulations shall be advised to the Competitor's Team Manager.

9.3 PIT LANE PENALTIES:

Where the NCR, any appendices thereto, or the Supplementary Regulations governing a specific event or meeting provide for a penalty expressed as time for an infringement thereof, the Clerk of the Course may call such offending Driver into the pits by use of the black flag, and keep that automobile and Driver in the pits for such period that he believes appropriate; and in such a case, no further time penalty shall be applied to that Driver for that infringement.

9.4 MINIMUM PENALTIES:

- (a) The following minimum penalties must be applied by the Stewards of the Meeting if a breach of the corresponding regulation has been established.

NOTE: The penalties detailed in the table below are minimum penalties for established breaches of the regulations detailed. These penalties may be increased by the Stewards of the Meeting.

Minimum Penalties to be applied to Breaches of Regulations as detailed

Regulation	Breach	Penalty					
		Club		State		National	
		Prac/ Qual	Race	Prac/ Qual	Race	Prac/Qual	Race
Drivers' Briefing	Non-attendance, no signature	\$100		\$250		\$500	
	Late attendance	Warning		\$100		\$250	

Continued on next page:

Minimum Penalties to be applied to Breaches of Regulations as detailed

Pit Lane Speeding	Limiter	+1 to +3 km/h	Verbal Warning					
		+4 to +10 km/h	\$100 or 2 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$150 or 2 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$200 or 2 grid positions ³	PLP ¹ or 30 seconds added ⁴
		+11 to +15 km/h	\$150 or 3 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$200 or 3 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$300 or 3 grid positions ³	PLP ¹ or 30 seconds added ⁴
		+16 to +20 km/h	\$200 or 5 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$250 or 5 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$400 or 5 grid positions ³	PLP+10 ² or 60 seconds added ⁴
		+21 km/h and above	\$300 or 7 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$350 or 7 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$500 or 7 grid positions ³	PLP+10 ² or 60 seconds added ⁴
	Non-limiter	+1 to +3 km/h	Warning					
		+4 to +10 km/h	\$50 or 2 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$80 or 2 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$100 or 2 grid positions ³	PLP ¹ or 30 seconds added ⁴
		+11 to +15 km/h	\$80 or 3 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$100 or 3 grid positions ³	PLP ¹ or 30 seconds added ⁴	\$150 or 3 grid positions ³	PLP ¹ or 30 seconds added ⁴
		+16 km/h and above	\$100 or 5 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$150 or 5 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$200 or 5 grid positions ³	PLP+10 ² or 60 seconds added ⁴
		+21 km/h and above	\$150 or 7 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$200 or 7 grid positions ³	PLP+10 ² or 60 seconds added ⁴	\$250 or 7 grid positions ³	PLP+10 ² or 60 seconds added ⁴
Technical Infraction	Ineligible automobile	Exclusion						
	Tyre Regulations	Exclusion						
Start Procedure	False Start	Five (5) seconds added to race time Please note: The Clerk of the Course may add to this penalty as detailed in RMSR 9.1						

NOTE:

- (1) "PLP" means Pit Lane drive through penalty.
- (2) "PLP+10" means Pit Lane penalty with a 10 second stop in pit bay.
- (3) Grid positions is an alternative penalty if there is time for a revised grid sheet to be issued. The loss of the number of grid positions shall be in the first race of the event for that vehicle.
- (4) Time shall be added to race time.
- (5) Should an alleged breach of Pit Lane speeding be deemed more serious, irrespective of the speed detected, then the Competitor should also be charged under the NCR to enable Stewards to impose further penalty(s).

10. GENERAL

10.1 SMOKING:

Smoking, spark generating devices, and any naked flame are prohibited in the pit area, including the pit garages, at all times.

10.2 ALCOHOL, DRUGS AND OTHER SUBSTANCES:

- (a) Any holder of a CAMS "Competition" or "Officials" Licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit drugs in Sport (Safety Testing) Policy as published on the CAMS website.
- (b) Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS "Competition" or "Officials" Licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

10.3 PROTESTS:

A protest may be lodged only in accordance with Part XII of the NCR.

10.4 COMPLIANCE:

- (a) Each Competitor is reminded that failure by them, or any of their Drivers or pit crew, to comply with any of the requirements of the NCR, these Standing Regulations, the Supplementary Regulations, and/or Further Regulations may result in:
 - (i) (if occurring during racing) the competing automobile being black-flagged and/or action taken under Regulation 9.1 hereof; or
 - (ii) such action as provided for in NCR 183 (refer NCR 144) or as detailed in RMSR 8.

10.5 PROHIBITED AREAS:

- (a) Only such person and automobile as may be, in the opinion of the Organiser, necessary or essential for the conduct of the meeting shall be permitted inside the safety fenced area. Access to such area by a person other than those for whose use passes are specifically issued or misuse of such passes may result in disciplinary action against any Competitor concerned.
- (b) After the showing of the green flag at the start of the formation lap, no-one is allowed on the track except the officials in the execution of their duties, the Driver when driving or under the direction of the officials, or other persons under the direction of the officials, until the track is opened after the end of the race.

10.6 FLAG SIGNALS:

Signals shall be given in accordance with Appendix H of the NCR (refer to "Track Control & Flag Signalling", in "Race" in the CAMS Manual of Motor Sport).

10.7 PRIZE MONEY:

- (a) Unless specifically approved by CAMS in the Supplementary Regulations, not more than 50% of the total value of all prizes and awards in races may be conditional. A conditional award may be based only on the following possibilities:
 - (i) characteristics of the Driver (eg, novice, provisional licence holder etc);
 - (ii) display of advertising material;
 - (iii) use of goods or services

10.8 NOISE:

- (a) The Organiser shall have the necessary noise measuring devices in place, and they shall be in operation throughout the entirety of a race meeting. In order to assist Competitors, after each practice and qualifying session, each Driver of an automobile which records sound levels of between 93 and 95dB(A) must be so advised by the Organiser.
- (b) Each automobile which records in excess of 95 dB(A) at any time may be removed from the circuit and not permitted to resume practice or racing until the Organiser is satisfied that the problem has

been rectified. At each race meeting, at least one official must be nominated Judge of Fact (noise level) and his name included in the regulations for the meeting.

10.9 TIMING EQUIPMENT:

- (a) The following requirements should be taken as a guide to the minimum standards of equipment required. The standard may be varied, but only with specific approval of CAMS may the standards be lowered for any competition.
- (b) Club and Multi-club level: must register times to a minimum accuracy of 1/10 second – by manual, semi-automatic or automatic activation.
- (c) State and National level: must register times to a minimum accuracy of 1/100 second – by manual, semi-automatic or automatic activation.
- (d) State Championship, National Series and National Championship levels: must register times to a minimum accuracy of 1/100 second – by computer with manual, semi-automatic or automatic operation.
- (e) Each category shall be required to use the fully automatic Dorian DATA-1 system or similar, in which case the accuracy shall be at least 1/1000 second.
- (f) International level: must register times to a minimum accuracy of 1/1000 second by automatically operated computer, unless the international rules of the competition prescribe otherwise.
- (g) Where a Dorian DATA-1 timing transmitter or similar is required to be fitted to each competing automobile it must be functioning during all sessions on the track. The transmitter is to be fitted to formula cars in the position agreed to by the appropriate category management; for all sedan-based automobiles that position shall be the left front footwell or right front footwell for left-hand drive automobiles or as specified in the category regulations.

10.10 DRIVERS' BRIEFINGS:

Each Driver must attend the Drivers' briefing. The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver to confirm attendance. Failure to sign or to attend any compulsory briefing shall result in a fine as per the table of minimum penalties as detailed in these RMSR. Late attendance (after the briefing has commenced) at any compulsory briefing shall result in a fine as per the table of minimum penalties detailed in these RMSR.

10.11 REFUELLING/DE-FUELLING IN PIT LANE:

Refuelling/de-fuelling in pit lane is not permitted at any time unless it is expressly authorised in the Supplementary or Further Regulations for a meeting.

10.12 NOTICE ON SAFE WORKING CONDITIONS:

- (a) Each race meeting shall be conducted in accordance with CAMS Safety 1st Policy and all other rules, policies, procedures and laws concerning Occupational Health and Safety. Both the Organiser and CAMS have OH&S policies which are available on their relative web sites and from the Race Administration Office in the Control Tower.
- (b) Each Competitor is responsible for the working conditions of their pit crews and other team members at all times, and for any contractors they may have in attendance at the Meeting to assist them. They must ensure that all applicable safe working conditions and practices (for example, as would be appropriate in industry or workshop) are met at all times.
- (c) Any injuries or "emergencies" experienced by the Teams must be reported to the Race Administration Office as soon as practicable to enable an appropriate emergency response, and to allow for the Organiser to comply with appropriate statutory OH&S reporting requirements.

11. SPECIFIC REQUIREMENTS FOR NATIONAL SERIES / CHAMPIONSHIPS

Unless otherwise approved by CAMS and detailed in Series and/or Event Regulations, the following regulations shall apply to all National Series/Championship as appropriate:

11.1 EXHAUST VENTING:

When warming up an automobile's engine the automobile must be moved outside its Garage unless either an extraction fan or an exhaust extension, which directs exhaust fumes outside the Garage, is used.

11.2 FIRE EXTINGUISHERS IN GARAGES:

Each Competitor is required to provide, for each automobile entered, a minimum of one operable 4.5kg ABE powder fire extinguisher complying with Australian standard AS 1841.5, on display at all times in the automobile's garage area. It must be clearly marked with the automobile number and category (e.g. FF 63) in writing not less than 50mm high.

11.3 MEETING RIDES:

Each meeting ride session must only be conducted in compliance with the following:

- (a) Each person intending to be a passenger in a meeting ride must read and sign an "Exclusion of Liability" or "Release and Assumption of Risk" form before entering an automobile for the purpose of completing a meeting ride.
- (b) The minimum age for a passenger completing a meeting ride is 16 years of age. A passenger between 16 and 18 years of age must have the written consent of their parent/guardian prior to a meeting ride commencing.
- (c) Each meeting ride must only be conducted using an automobile which is being driven by a specified Driver, both of which have been entered for the meeting.
- (d) Each automobile in which a meeting ride is to be conducted must be fitted with all relevant safety equipment for the passenger, as is required and complying to the same standards of that of the Driver. Dorian DATA-1 timing transmitters must be fitted and functional for the duration of each meeting ride session.
- (e) Each passenger and Driver participating in a meeting ride session must be fully attired as per the requirements of Schedule D of "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport.
- (f) Each meeting ride must always be conducted comfortably and clearly within the limits of the automobile and its Driver and at less than racing speed. The Driver must not lose control or allow the automobile to leave the race track at any time while a meeting ride is being conducted.
- (g) The format of each meeting ride shall be advised prior to the meeting ride session commencing but normally each meeting ride shall consist of two laps (i.e., one x "Out" lap followed immediately by one x "In" lap only).
- (h) Each meeting ride shall be conducted exclusively as directed by the Clerk of the Course or RD who shall be based in Race Control. No automobile is permitted to enter the circuit during a meeting ride session unless specifically instructed to do so by Race Control.

11.4 COMPULSORY PIT STOPS (CPS):

Where Event and/or Series Regulations specify that one or more CPS must be conducted during a race, each CPS must be conducted in compliance with the following regulations:

- (a) Each CPS must be completed within the "CPS window" which shall be specified in Event Regulations. The Event Regulations shall specify when the CPS window opens, and then closes. This opening and closing of the CPS window may be expressed in terms of time from the start of the race or number of laps completed.
- (b) A maximum of persons, who are the only persons permitted to be in pit lane to assist with any CPS, shall be specified in the Event Regulations. No assistance from any other person is permitted.
- (c) Of the number of persons permitted to assist with any CPS, one must be dedicated to the role of Car Controller. The Car Controller is responsible for the safe conduct of the CPS and specifically for the safe release of the automobile back into pit lane at the conclusion of the CPS. The Car Controller must not have any other role, and must not assist in any way with the CPS.
- (d) A CPS may be carried out while the Safety Car boards and flags are being displayed.
- (e) Discretionary Pit Stops (DPS) may be made at any time and must be completed in compliance with all CPS regulations.

Tyre Change CPS

- (a) During the Tyre Change CPS, a minimum of one wheel must be changed on the automobile. If a Competitor chooses to refit the same wheel to the automobile it must first be removed and laid flat on the ground, both hands must be removed from the wheel before it is refitted to the automobile. The only equipment that may be used for the wheel change shall be one manual hydraulic jack and a cross

brace type wheel brace (unless specified otherwise in Event or Sporting Regulations). This wheel brace may not be modified in any way other than it is permitted to attach a deep socket in place of the original socket where appropriate.

- (b) The TC shall be the sole arbiter with regard to the compliance of equipment with this regulation and his opinion in this regard shall not be the subject of any appeal or protest.

Driver Change CPS

During the Driver Change CPS, the Driver that started the race must exit the automobile and the other nominated Driver must enter the automobile and continue in the race. Other work is permitted.