

A capitalised and italicised word in this document is defined in the *Code* or *NCR* or this document.
Any HEADING is for reference only and has no regulatory effect.

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

1. ADMINISTRATION

Each *Circuit Race Event* in Australia is conducted under the FIA International Sporting Code including Appendices, the National Competition Rules of *Motorsport Australia (NCR)*, these Circuit Race Standing Regulations (CRSR), any applicable *Championship* or *Series* regulations, the relevant *Supplementary Regulations*, and any further regulations or instructions issued by the *Organiser* of the *Event* (the *Rules*).

Each *Event* will be conducted under and in accordance with the *Motorsport Australia* regulations, policies and procedures which can be found at www.motorsport.org.au

1.1 OFFICIALS OF THE *EVENT*

Supplementary Regulations must contain the names of the Stewards, the Clerk of the Course, the Secretary of the *Event* and other senior officials as required by the *NCR*.

1.2 SERIES PERSONNEL – APPOINTED BY *MOTORSPORT AUSTRALIA*

To any *Circuit Race Event*, *Motorsport Australia* may appoint series personnel who will have the authority to administer the various aspects of the *Rules* as detailed below:

(a) Race Director (RD)

- (i) The RD will be appointed by *Motorsport Australia* and will be responsible for maintaining the continuity of the sporting activity for the series to which they are appointed, at an *Event*.
- (ii) The RD will act in accordance with the *Rules*.
- (iii) The RD will work in consultation with the Clerk of the Course as appropriate.
- (iv) The RD will have overriding authority in the following matters for the series to which they are appointed and the Clerk of the Course may only give orders in respect of them with the RD's express agreement:
 - (A) Control of the *Competition*;
 - (B) The stopping of any *Automobile* or *Driver* in accordance with the *Rules*;
 - (C) The stopping of a practice, qualifying session or race in accordance with the *Rules* if deemed unsafe to continue; and ensuring that the restart procedure is in accordance with the *Rules*;
 - (D) The *Start* procedures in accordance with the *Rules*;
 - (E) The use of the Safety Car in accordance with the *Rules*; and
 - (F) Imposition of any penalty is in accordance with the *Rules*.

The RD may conduct an investigation into any alleged breach of driving standards (in conjunction with the DRD if present) to reach a resolution based on the prescribed infringement system or alternatively refer the matter to the Stewards for a hearing.

(b) Technical Delegate (TD)

The TD will be appointed by *Motorsport Australia* and will work in consultation with the Chief Scrutineer to report to the Clerk of the Course and the Stewards who will take appropriate action to prevent the participation of any ineligible *Automobile*.

(c) Deputy Race Director (DRD)

The DRD will be appointed by *Motorsport Australia* and will be empowered as follows:

- (i) The DRD will 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 them by: the RD, Clerk of the Course, TD, DSA or any authorised official.
- (ii) The DRD will:
 - (A) Act at all times in accordance with the *Rules*;
 - (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 any preliminary investigation and determine those matters that should be dealt with under the prescribed infringement system or brought before the Stewards for a hearing, including the review of each RD report, TD 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 will be dealt with under the prescribed infringement system or referred to the Stewards for a hearing. Appear at any subsequent hearing to present evidence or submissions relevant to the investigation conducted by the DRD and to the hearing;
 - (E) Prosecute each matter which they refer to the Stewards; and
 - (F) Make submissions on the matter of penalty (in accordance with the *Rules*) when the Stewards, as a result of a hearing, have determined that a penalty will be imposed. In the absence (for whatever reason) of the DRD, the responsibilities of the DRD will be assumed by the RD, Clerk of the Course or a person appointed by *Motorsport Australia*.

1.3 SERIES PERSONNEL – APPOINTED BY A CATEGORY MANAGER

In addition to any series personnel appointed by *Motorsport Australia*, a Category Manager (CM) may appoint series personnel who will have the authority to administer the various aspects of the *Rules* as detailed below.

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

(a) Technical Advisor (TA)

- (i) The TA will be appointed by the CM and will liaise with each *Competitor*, TD, Chief Scrutineer at each *Event* 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 any *Automobile* eligibility matter.

(b) Driving Standards Advisor (DSA)

- (i) The DSA will be appointed by the CM and will advise the *Drivers*, the RD, the Clerk of the Course and the Stewards of the appropriate on-track driving standards and protocols. The DSA has the authority to recommend specific penalties to the Stewards 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 *Track*, for the purpose of adherence to the *Rules*. This authority includes access to any video image (including those from In-car cameras, and the commercial television production).
- (iii) The DSA will have free access to any *Driver* for the purpose of assisting the RD, DRD, Clerk of the Course or the Stewards concerning any incident on the *Track*.
- (iv) If the DSA considers a *Driver* has breached the *Rules*, the DSA has the authority to report that *Driver* to the RD, DRD or the Clerk of the Course for judicial action.
- (v) The DSA may assist the RD, DRD, Clerk of the Course or the Stewards in any matter at their discretion.

(c) Category Administrator (CA)

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

1.4 ELIGIBLE COMPETITOR/DRIVER

Each person participating must be the holder of the appropriate licence issued by *Motorsport Australia* or another ASN as detailed in CRSR 2.8, as appropriate. In the case of *International Competition*, only a person being the holder of an International licence, issued by *Motorsport Australia* or another ASN, is eligible to enter or drive. The holder of an International licence issued by an ASN other than *Motorsport Australia* is 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 *Motorsport Australia's* jurisdiction.

1.5 ABANDONMENT OR CANCELLATION OF THE EVENT

The *Organiser* reserves the right to postpone or abandon an *Event*. If, owing to unforeseen circumstances, a race is stopped before the completion of the full distance, the *Organiser* will have discretion (subject to the approval of *Motorsport Australia* and the requirements of the *NCR*) 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 the *NCR*).

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 *Motorsport Australia*.

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 may compete upon a vacancy occurring amongst the accepted entries – see the *NCR*.

2.4 CHANGE OF EVENT SCHEDULE

The *Organiser* reserves the right to vary the event schedule, and such changes must be approved by the Stewards.

2.5 CHANGE OF DRIVER

If a Competitor wishes to change or nominate a Driver after the closing date of entries, they must apply to the Secretary of the Event 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.

2.6 REFUSAL OF ENTRIES

The *Organiser* reserves the right to accept or reject an entry in accordance with the *NCR* without assigning a reason, save for a *Competition* counting towards any *Motorsport Australia* Championship, Cup, Trophy, Challenge or Series where the approval of *Motorsport Australia* is required prior to rejecting an entry.

2.7 FOREIGN PARTICIPATION IN A NATIONAL EVENT

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

SUPPLEMENTARY REGULATIONS

LICENCE REQUIREMENTS

Each Competitor must hold a Motorsport Australia Competition Licence unless they comply with (a) or (b) below. Each Driver must hold a minimum of a Motorsport Australia Circuit Licence with a Provisional endorsement 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) unless approved otherwise by Motorsport Australia, will be ineligible to score points in any Motorsport Australia Championship, Cup, Trophy, Challenge, or Series connected with the Event; and
 - (ii) must receive an authorisation to compete from Motorsport Australia prior to the Event;

The Organiser confirms that the Circuit to be used for this Event holds the necessary Motorsport Australia National Track Licence for each of the Competitions nominated in these Supplementary Regulations

ENTRY FORM

The Organiser confirms that the circuit to be used for this event holds the necessary Motorsport Australia 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 *Motorsport Australia* in relation to each *Event*. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au

4. SCRUTINY

4.1 TARGETED SCRUTINEERING

Each *Automobile* will be subject to the requirements of the Targeted Scrutineering Program as detailed in the Motorsport Australia Targeted Scrutineering Program Matrix. The Targeted Scrutineering 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 the *Rules*. Routine audits will be conducted on an *Automobile* every 12 months or at every fourth *Event*, whichever comes first.

NOTE: Any reference in the CRSR to the Chief Scrutineer automatically includes each nominee appointed by the Chief Scrutineer.

4.2 RESPONSIBILITIES OF THE *COMPETITOR*

It is the responsibility of each *Competitor* to ensure full compliance with all requirements of the Targeted Scrutineering Program as follows:

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

4.3 MODIFICATIONS TO AN *AUTOMOBILE*

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 scrutineering and approval before being used in *Competition* again.

4.4 EXAMINATION FOR ELIGIBILITY

- (a) If the Clerk of the Course, and/or the Chief Scrutineer, at any time suspect that an *Automobile* does not comply with the *Rules*, 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) If such question/s arise before or during the *Event*, it may be requested that such examination be postponed until after the *Event*, and in such a case, immediately upon completion of the *Automobile's* last race it 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 after which it must return to the pits 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 must be returned to the scrutineering bay for examination by the Chief Scrutineer. Such *Automobile* will not be released to the *Competitor* other than upon the authority of the Chief Scrutineer.

4.6 MANUFACTURING AND MEASURING TOLERANCES

See Technical Appendix, Definitions - Technical in the *Manual*.

4.7 PARC FERMÉ

Each *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 will be payable by the *Competitor*, save as provided in the *NCR*.

4.8 ADVERTISING AND SIGNAGE

Advertising and signage must be in accordance with Technical Appendix, Schedule K. If an exemption has been provided by *Motorsport Australia* 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 *Event* 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 Technical Appendix, Schedule L. Any variation may result in a penalty of *Disqualification* being imposed on the *Automobile*, the forfeiture of any fees paid, and the application of any other penalty at the discretion of the Stewards in accordance with the *NCR*.

Each *Automobile* and *Driver's* apparel must comply with the requirements of the *Manual* as appropriate.

4.10 ELIGIBLE AUTOMOBILE

Each *Automobile* must comply with the specifications of 1st, 2nd, 3rd, 5th or 6th Category *Automobiles*. Each *Automobile* of any category may compete only in such category and may not change categories during the *Event*. 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 *Event*, 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 be disqualified from this Competition.”

- (a) Each log book bearing such an endorsement by the Chief Scrutineer will be placed before the Stewards. If the Stewards approve such a log book endorsement for a minor ineligibility during the *Event*, then the *Automobile* will not be regarded as ineligible in respect of the item/s noted and no protest on that ground by any person will be accepted in respect of that *Event*.
- (b) An endorsement for a specific minor ineligibility in the log book is valid only for the *Event* 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 scrutineering, the Stewards may treat the matter, post *Event*, in the manner as determined above.

5. PRACTICE

5.1 EVENTSCHEDULE

The *Event* schedule may be advised in Further *Supplementary Regulations*.

5.2 PRACTICE IS COMPULSORY

- (a) Unless specifically permitted by the Clerk of the Course, each *Driver* and relief *Driver* must complete at least 3 timed laps in practice and/or qualifying unless otherwise specified in *Supplementary Regulations*. Failure to do so may result in being prohibited from participating in the remainder of the *Event*.
- (b) When it is impossible for a *Driver* to practice in the *Automobile* in which they intend to race, they may be permitted, at the discretion of the Clerk of the Course, to practice in an *Automobile* of similar type. Lap times so recorded will not count for grid positions, nor any awards.
- (c) In the case of a *Driver* who fails to appear for practice and qualifying or does not practice or qualify, the following will apply:
 - (i) If the *Driver* can provide evidence that they have participated satisfactorily as a *Driver* in a *Circuit Race* or *Speed Event* activity on the *Circuit* previously, permission to continue in the *Event* may be given, but only in exceptional circumstances and at the discretion of the Clerk of the Course. If granted, such *Driver* must start their first race from the rear of the grid.

5.3 QUALIFYING

- (a) Save for exceptional circumstances accepted as such by the Stewards, each starter in a race must practice or qualify within 130% of the pole position time. 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 Regulations* or Sporting Regulations may require a lap time less than 130% of the pole position time.
- (c) In any *Event* exclusively for 5th category *Automobiles*, refer to the Historic Appendix in the *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. If satisfied that the results are not accurate or are unreliable in any way, the Stewards will declare that the times for that session are null and void.
- (e) The Chief Timekeeper will then, subject to the approval of the Stewards, determine a grid for the start of the first race as appropriate.

5.4 GRID POSITIONS – PROGRESSIVE GRID

- (a) Unless otherwise specified in *Supplementary Regulations*, each grid position for the first race will be determined on lap times established in nominated qualifying sessions with the *Driver* with the fastest lap time being placed on pole position and the remainder in order of their fastest qualifying lap time.
- (b) If 2 or more *Drivers* record equal lap times in qualifying sessions, the first *Driver* to record the lap time will take precedence as regards to starting and for grid positions.
- (c) Each grid position for any subsequent race/s will 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, they will be placed at the rear of the grid.
- (e) If more than 1 *Driver* failed to finish, they will be placed at the rear of the grid in order of the number of laps they completed in the previous race.
- (f) If a *Driver* failed to start the previous race, they will be placed to the rear of all others and if there are more than one in this situation, they will be placed in order as decided by the *Organiser*.
- (g) The *Organiser*, subject to grid capacity limits, reserves the right to include up to 4 *Drivers* on the rear of the grid regardless of qualifying lap times recorded, after considering application of the 130% rule.

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, any such *Driver* and *Automobile* will 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” will be shown to the starting grid and the yellow flashing lights will 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 will furl the flag before lowering it.
- (c) When the *Start* procedure recommences, it will be from not later than the “1 Minute” signal.

6.3 MULTI-PART RACE

To be eligible to *Start* in the second or subsequent part/s of a multi-part race, a *Driver* (in that *Automobile*) must have come under Starter’s Orders (refer CRSR 6.1) in each of the preceding part/s unless specified otherwise in *Event* regulations or approved by the Stewards.

6.4 STARTPROCEDURE

- (a) The *Supplementary Regulations* for the *Event* must specify whether a standing or rolling *Start* will be used for each *Competition*.
- (b) Unless otherwise approved by *Motorsport Australia* and detailed in *Series* and/or *Event* regulations, the *Start* procedure for each race will be Steps 1 and 3 (or 4) as listed below for each Australian Championship race and Steps 2 and 3 (or 4) for each Australian Non-Championship race.
- (c) If starting a race from the pit lane:
 - (i) where the pit exit is positioned forward of the Control Line used to count laps, the *Automobile* will be considered as having completed 1 lap the first time it crosses that Control Line; and
 - (ii) where the pit exit is positioned behind the Control Line used to count laps, the *Automobile* will be considered as having completed 1 lap the second time it crosses that Control Line.
- (d) Each *Driver* not following this *Start* procedure may be deemed to have a false start and the penalty prescribed in CRSR 9.3 may be imposed.

Step 1. Championship Start

- (a) On the instructions of an official, each *Automobile* will leave the marshalling area for 1 observation lap. *Drivers* must not stop and break traction or do practice starts at any time during the observation lap. At the end of this lap, each *Automobile* must stop on the grid in its allocated place. Pit crew may then approach each *Automobile* for final preparation.
- (b) When 3 minutes remain before the formation lap a warning will be sounded and a “3 Minute” board displayed by the Starter.
- (c) When 2 minutes remain before the formation lap, a warning will be sounded and a “2 Minute” board displayed by the Starter. The pit exit will be closed at this time. The grid will then be cleared of all personnel except for necessary crew members and officials.
- (d) When 1 minute remains before the formation lap, a warning will be sounded and a “1 Minute” board displayed by the Starter. The grid will be cleared of all personnel and each *Automobile*’s engine started.
- (e) If an *Automobile* does not start, or stalls, the *Driver* must 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 will be closed at this time and each *Automobile* not having reached the rear of the grid may 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 will be sounded and a “30 Second” board will 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* must maintain its starting order with the pole position *Driver* leading. Passing is only permitted 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 break traction or do practice starts at any time during the formation lap.

Step 2. Non-Championship Start

- (a) When 1 minute remains before the formation lap, a “1 Minute” board will be displayed by an official in the marshalling area. The marshalling area will be cleared of all personnel and each *Automobile*'s engine started.
- (b) When the green flag is displayed by an official, each *Automobile* will leave the marshalling area for a formation lap.
- (c) If an *Automobile* does not start, or stalls, the *Driver* must 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 will 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* must 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 break traction or do practice starts at any time during the formation lap.

Step 3. Starting the Race – Standing Start

- (a) For a standing *Start*, Step 1 or Step 2 will be applied up until the display of the green flag to commence the formation lap.
- (b) Following the formation lap, when the Starter is satisfied that each *Automobile* is in the correct order on the grid they will indicate that there are approximately 5 seconds before the red light/s is switched on.
- (c) At any moment, but not less than 3 seconds and not more than 5 seconds after the red light/s is shown, the start of the race will be indicated by the extinguishing of the red light/s. A green light/s may be shown to indicate that the race has started.
- (d) If the light/s is not functioning, the National Flag will then be used, being raised 5 seconds after the 5-second signal and dropped 3 to 5 seconds later to indicate the *Start* of the race.
- (e) An *Automobile* must be stationary and correctly positioned in its allocated grid box at the time of the *Start* signal, otherwise a false *Start* will have occurred.
- (f) For an *Automobile* to be correctly positioned in its allocated grid box it must:
 - (i) have the contact patch of the front tyres on or behind the grid line; and
 - (ii) be correctly aligned laterally within the grid box.
- (g) Flashing yellow lights will indicate a delayed formation lap or *Start*, and the “Start Delayed” board will be displayed. In this case the *Start* procedure will recommence from the “1 Minute” signal, and the race may be shortened by the Stewards for each pre-race lap completed prior to the delayed *Start*.
- (h) Each *Driver* who is delayed leaving the grid at the commencement 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.
- (i) 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.
- (j) Each *Automobile* which is still on the grid after the *Start* signal has been given may be pushed, but only by officials or others specifically authorised to do so.

Step 4. Starting the Race – Rolling Start

- (a) For a rolling *Start*, Step 1 or Step 2 will be applied up until the display of the green flag to commence the formation lap except that prior to the “1 Minute” signal being shown to the field, an official vehicle will be positioned at the front of the field and at the “1 Minute” signal its flashing roof light/s will 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 light/s turned on) followed by the *Automobile* on pole position. During the formation lap, each *Automobile* must 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 their *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 1 *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) After the last *Automobile* has left the grid the red light/s will be switched on.
- (e) The speed of the official vehicle will be approx. 80 km/h during the formation lap, and each *Automobile* in the field must maintain position within 5 *Automobile* lengths of the *Automobile* in front. If this speed is to be different, *Drivers* will be advised at the *Drivers’* briefing.
- (f) *Drivers* must not stop and do “burn outs” at any time during the formation lap.
- (g) Each *Driver* who is unable to commence the formation lap must indicate this by raised hand and, after the remainder of the *Automobiles* have crossed the *Start 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.
- (h) Each *Automobile* entering pit lane will 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.
- (i) Unless the Clerk of the Course instructs otherwise, as the field approaches the end of the formation lap, the official vehicle will turn off its flashing light/s, then enter pit lane or other designated position. The field will 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.
- (j) The lead *Automobile* must maintain a speed of between 75 and 85 km/h until the signal to *Start* has been given.
- (k) 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 they will indicate the *Start* of the race by extinguishing the red light/s. Additionally, the green flag may be waved to the field and/or the green light/s switched on if required.
- (l) If a problem arises as the *Automobiles* are approaching the *Start Line* at the end of the formation lap and/or before the official vehicle has withdrawn from the *Track*, the red light/s will not be extinguished and each *Automobile* will 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* will 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 will indicate a delayed or aborted start. The race will be shortened by one lap for each extra formation lap completed.

6.5 HANDICAPPING

Where applicable, handicaps will be allocated at the discretion of the Handicapper.

6.6 STARTING OF MOTORS ON THE GRID

The starter motor, as fitted to the *Automobile*, is the only means of starting the engine permitted prior to the *Start* of the race save as permitted in CRSR 6.4. Each *Automobile*, the engine of which is not running when the *Start* signal is given, may be push started and will be subject to any penalties referred to in CRSR 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 *Motorsport Australia* or as required by the *NCR*, only the *Driver* is permitted in an *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 requirements of the Australian Communications and Media Authority (ACMA).

6.9 RAIN LIGHT

A rain light must be fitted to the rear of each *Automobile* in accordance with Technical Appendix, Schedule C. It must be illuminated on instruction from the Clerk of the Course, or their representative, or as specified in any applicable *Event* or Sporting regulations.

6.10 PIT AREA

- (a) Pit lane means all the road in which the speed limit applies as indicated by the speed restriction sign at its beginning and the speed de-restriction sign at its end. The pit lane includes the pit signalling area, the lane closest to the pit signalling wall called the 'fast lane' and the lane closest to the pit garages called the 'working lane' which includes all the pit bays.
- (b) During the course of any *Track* session, equipment expected to be necessary during an impending pit stop may be left in pit lane, but only for a period commencing approximately 2 laps before the expected pit stop and ending immediately after the *Automobile* leaves the pits.
- (c) Unless the *Supplementary Regulations* specify otherwise, up to 3 team members from each *Automobile* continuing in the *Competition* will be permitted in the signalling area.
- (d) Only personnel approved by the Clerk of the Course may remain at the signalling area from the commencement of the formation lap until after the *Start* signal.
- (e) Any part of any air hose or rig suspended above the pit lane must be more than 2 m from the pit lane surface.
- (f) A *Competitor* is prohibited from placing any equipment on or in contact with the pit wall.
- (g) A *Competitor* is prohibited from painting any line on any part of pit lane.
- (h) The pit lane speed limit is 40 km/h. This speed limit will apply in pit lane at all times. If this limit is exceeded a penalty as specified in CRSR 9.1(a) may be imposed.
- (i) The use of reverse gear in pit lane is prohibited.

6.11 PIT STOP

Unless specified otherwise in Series or *Supplementary Regulations*, the following will apply during a pit stop:

- (a) An *Automobile* must traverse the pit lane wholly within the fast lane and must not traverse the working lane except for the minimum distance required to enter or exit its pit bay.
- (b) A maximum of 6 persons per *Automobile* are permitted to enter pit lane to assist with a pit stop and/or work on that *Automobile*.
- (c) Of the 6 persons permitted to assist with any pit stop, 1 must be dedicated to the role of Car Controller.
- (d) The Car Controller is solely 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 and is prohibited from performing any work on the *Automobile*.
- (e) Each person in pit lane during *Competition* must be able to show evidence of having signed a pit lane indemnity.
- (f) The *Driver*, if not assisting with repairs or replenishments, may remain seated (even during refuelling) at the wheel of the *Automobile*. In such circumstances, the *Driver* will not be counted amongst the maximum number permitted to work on the *Automobile*.
- (g) 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 will not be counted amongst the 6 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 6 people permitted to work on the *Automobile*.

- (h) 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 a pit stop.
- (i) 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.
- (j) During refuelling operations in races, the requirements of Circuit Race Appendix, Refuelling in Pit Lane must be respected.

6.12 RACE FINISHERS AND AWARDS

- (a) Unless otherwise specified in *Supplementary Regulations*, the winner of a race will be the *Automobile* that crosses the *Finish Line* first (refer CRSR 6.12(e)) 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 will 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 will 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 will be calculated from the time the leader crossed the *Finish Line* at the commencement of the lap before the lap on which the red flag was shown;
 - (iv) when the race results are based on elapsed time, the chequered flag will 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 will 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 will be added to the time taken by the relevant *Automobile* to complete the race distance before the race results are compiled. It will not affect the number of laps credited to that *Automobile*.
- (d) In any race where *Supplementary Regulations* provide for penalty laps, such penalties will 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* (i.e. 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 race and must have completed its last lap in less than twice the time of the winner's fastest lap time for that race.
- (f) The pit exit will 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 will 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 will be specified in the event or Championship/Series Sporting Regulations and the following will apply for races where the scheduled distance/duration 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, will be deemed a non-race in respect of points and no points will be awarded.

- (ii) Any race which is stopped and not restarted, during which 50% to 75% of the race distance/duration has been completed by the leader, will be deemed to have been completed in respect of points but only 50% of the points will 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, will be deemed to have finished and a full allotment of points will be awarded.

6.13 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 a specific category or *Series* at an *Event*, the RD will have over-riding authority in all respects of the Safety Car procedures for that category or *Series*.
- (b) The vehicle must 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 vehicle must have at least 1 flashing yellow light on the roof. Each light must be powered by a different electrical circuit. It must be driven by an experienced circuit driver. It must carry an approved observer capable of recognising each *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 will take up position at the pit exit, or other designated position.
- (e) The Safety Car will be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It will 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 will 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 *Automobile* must immediately reduce speed and cease racing. Overtaking is prohibited. During the race, the Safety Car with its flashing lights on will start from the pit lane and may join the *Track* regardless of where the race leader is.
- (h) When the Safety Car joins the *Track*, each *Automobile* must line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is prohibited 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 will use a green light on the rear of the vehicle (or other signal) to signal individual *Automobiles* between it and the race leader (or other relevant *Automobile* – e.g. should the leader stop, the next *Automobile* in the line will take that position, this *Automobile* not necessarily being the second place *Automobile*) that they must pass. These *Automobiles* must continue at reduced speed and without overtaking until they reach the line of *Automobiles* behind the Safety Car.
- (j) The Safety Car will 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 5 *Automobile* lengths from the *Automobile* in front before the recommencement of racing.
- (k) While the Safety Car is in operation, each *Automobile* may stop at their pit, but may only rejoin the *Track* when the pit exit is open. Pit exit will 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 will set a prescribed speed for the Safety Car. When the Clerk of the Course calls in the Safety Car, it will 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 will be withdrawn and a green light/green flag will be shown at the Control (Timing) Line to signal the restart. Each flag post will 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) An *Automobile* may not overtake nor 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 will 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* will take the chequered flag as normal without overtaking or increasing speed.
- (r) Each lap conducted while the Safety Car is in service will be counted as a race lap.

Starting the race behind the Safety Car

- (s) 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 will complete 1 lap of the circuit and enter pit lane.
- (t) In any case, if a start behind the Safety Car is required, the Safety Car will be brought to the front of the grid and at any time before the “1 Minute” signal its flashing yellow lights and the red starting light/s will be turned on. This is the signal to each *Driver* that the race will be started behind the Safety Car. Each flag post will also display an SC board and waved yellow flag.
- (u) When the Starter extinguishes the red light/s, the Safety Car will leave the grid with each *Automobile* following in grid order, in single file and no more than 5 *Automobile* lengths apart. There will be no formation lap and the race will be deemed to have started when the red light/s is extinguished and the Safety Car leaves the grid. The Safety Car will 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.
- (v) 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.

6.14 STOPPING THE RACE

- (a) If it becomes necessary to stop a race because the *Track* is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order the red flag to be displayed simultaneously at each flag post. When the signal is given, each *Automobile* must immediately reduce speed and not overtake another competing *Automobile*, in the knowledge that:
 - (i) results will be the race order as at the commencement 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 *Track* 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 will 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* will be deemed null and void.

- (ii) Unless the Stewards approve a shorter length, the length of the restarted race will be the full original race length.
 - (iii) Each *Driver* who was eligible to take part in the race will 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 will 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 commencement 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 will be deemed null and void.
 - (ii) Unless the Stewards approve otherwise, the length of the restarted race will be 2 laps less than the original race distance, less the number of laps completed by the leader before the signal to stop was given.
 - (iii) The grid for the restarted race will be the race order as at the commencement of the lap before the lap in which the red flag was shown. The grid positions will not be closed up if an *Automobile* is unable to restart.
 - (iv) Finishing positions will be determined by the final positions at the completion of the restarted race. Prior to the restart, each *Driver* will 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* will 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. Refuelling is prohibited 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 will 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* will be sent directly to the *Parc Fermé* and the race will be deemed to have finished and the results will be the race order as at the commencement 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 will be restarted at the "2 Minute" signal, at which time the pit lane exit will close.
 - (ii) An *Automobile* which is unable to take its position on the grid before the "2 Minute" signal will be directed to the pit lane. It may start from the pit exit as specified in the *Start* procedure.

6.15 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) If it becomes necessary to suspend the race because the *Track* is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all flag posts.
- (ii) When the red flag is displayed overtaking is prohibited, the pit exit will be closed and all *Automobiles* must proceed slowly to the grid (*Drivers* may also choose to enter the pits). The first *Automobile* to arrive on the grid will occupy pole position and others will 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 will 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/TD. Any such *Automobile* is prohibited to refuel.
- (v) The order of the *Automobiles* on the grid will 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, however, where the *Event* timetable can accommodate it, the length of the suspension or part thereof may be added to the maximum time for the race with the approval of the Stewards.
 - (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 prohibited. However, any *Automobile* which was in the pit entry or pit lane when the signal to suspend the race was given will be permitted to refuel and/or change *Drivers* in accordance with the *Event* regulations.
 - (D) The changing of any tyre is prohibited unless permitted by the Clerk of the Course due to weather conditions (e.g. dry to wet) or if approved by the Chief Scrutineer/TD for safety reasons. However, any *Automobile* which was in the pit entry or pit lane when the signal to suspend the race was given will be permitted to change its tyres in accordance with the *Event* regulations.
- (viii) Any *Automobile* in the pit lane will 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* will 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 prohibited and tyres may only be changed if approved by the Clerk of the Course due to weather conditions or by the Chief Scrutineer/TD 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 will be shown 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption and each of these will be accompanied by an audible warning.
- (ii) 2 minutes prior to the green flag any *Automobiles* between the Safety Car and the leader will 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 "1 minute" signal the grid will be cleared of all personnel and equipment.
- (iv) When the green flag is waved the Safety Car will leave the grid and each *Driver* must follow no more than 5 *Automobile* 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 2 minutes prior to the green flag) the pit exit light will 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 will 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 1 *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 will apply with the race recommencing from the pit exit.
- (viii) Unless the Clerk of the Course determines otherwise, the Safety Car will enter the pits after 1 lap.
- (ix) If the race cannot be resumed the results will be the race order as at the commencement of the lap before the lap in which the red flag was shown.
- (x) Decisions made in respect of this *Rule* are not subject to protest.

7. CODE OF DRIVING CONDUCT

7.1 OBSERVANCE OF SIGNALS

The instructions detailed in Circuit Race Appendix, Track Control and Flag Signalling of the *Manual* are deemed to be part of this Code of Driving Conduct. Each *Driver* must abide by them.

7.2 DEFINITION OF *TRACK*

- (a) The *Track*, for the purpose of judging compliance with the Code of Driving Conduct, will be taken to mean that part of the *Track* defined by the outer edge of a solid 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.
- (c) For the avoidance of doubt, each solid line defining the *Track* edge is considered to be part of the *Track* but a kerb is not.

7.3 *TRACK* LIMITS

- (a) Each *Driver* must use the *Track* at all times during *Competition* and may not deliberately leave the *Track* without a justifiable reason.
- (b) A *Driver* shall be judged to have left the *Track* if no part of the *Automobile* remains in contact with the *Track*.

7.4 DRIVING STANDARDS

- (a) Each *Driver* must observe the requirements of the Code of Driving Conduct relating to *Driver* behaviour on the *Track* at all times.
- (b) Causing a collision, repetition of mistakes or the appearance of a lack of control over the *Automobile* (such as leaving the *Track*) will be considered to be a breach of the Code of Driving Conduct.
- (c) The following driving standards will apply:
 - (i) Careless Driving: Departing from the standard of a competent *Driver*.
 - (ii) Reckless Driving: Any unintentional action by a *Driver* which creates a serious risk to others.
 - (iii) Dangerous Driving: Any intentional action by a *Driver* which creates serious risk to others.

7.5 OVERTAKING AND CAR CONTROL

- (a) An *Automobile* alone on the *Track* may use the full width of the *Track*.
- (b) As soon as an *Automobile* is caught by another *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 will display waved blue flags to indicate that the faster *Driver* wants to overtake. A *Driver* who appears to ignore the blue flags will be reported to the Stewards.
- (c) Overtaking, according to the circumstances, may be carried out either on the right or the left.
- (d) More than one change of direction to defend a position is prohibited. A *Driver* moving back towards the racing line, having earlier defended their position off-line, must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the approach to the corner.
- (e) A *Driver* defending their position on a straight, and before any braking area, may use the full width of the *Track* during their first move provided no portion of an *Automobile* attempting to pass is alongside their *Automobile*. Whilst defending in this way the *Driver* may not leave the *Track* without justifiable reason. For the avoidance of doubt, any movement to defend a position in the braking area is prohibited and once in the braking area the trajectory of the defending *Automobile* must remain parallel to the solid line defining the *Track* edge.
- (f) Manoeuvres liable to hinder other *Drivers* such as crowding of an *Automobile* beyond the edge of the *Track* or any other abnormal change of direction, are prohibited. For the avoidance of doubt, a *Driver* must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the exit of a corner if any portion of another *Automobile* is alongside their *Automobile*.
- (g) An *Automobile* that leaves the *Track* for any reason may return to the *Track* only when it is safe to do so and without gaining an advantage.
- (h) It is prohibited to drive an *Automobile* unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other *Drivers* at any time.
- (i) It is prohibited for a *Driver* to unfairly gain an advantage as a result of contact to another *Automobile*.
- (j) Unless it is absolutely necessary to move the *Automobile* from a dangerous position, it is prohibited to drive an *Automobile* in the opposite direction to the direction of racing.
- (k) A *Driver* must not consistently:
 - (i) cut a corner/s by driving over the inside of kerbs or off the *Track* surface; or
 - (ii) cut a corner which results in material or debris being brought onto the *Track*; or
 - (iii) perform any act which results in material or debris being brought onto the *Track*.

7.6 AUTOMOBILES STOPPING DURING A RACE

- (a) The *Driver* of an *Automobile* leaving the *Track* because of being unable to maintain racing speed must 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) If an *Automobile* stops 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 will 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 *Rules* 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*. Advice given to the *Driver*, whether by electronic means or voice, is permitted.
- (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 permitted to touch an *Automobile* except in the pit lane.
- (f) Pushing an *Automobile* on the *Track* is prohibited.
- (g) An *Automobile* abandoned on the *Circuit* by its *Driver*, even temporarily, will be considered as withdrawn from the race except:
 - (i) during a race suspension; or
 - (ii) under instruction from an official; or

- (iii) where specified otherwise in category specific or *Event* regulations.

7.7 ENTRANCE TO THE PIT LANE

- (a) The section of *Track* leading to the beginning of the pit lane will be referred to as the “pit entry”.
- (b) During *Competition* access to the pit lane is allowed only through the pit entry.
- (c) An *Automobile* must be wholly within the fast lane when entering the pit lane.
- (d) A *Driver* intending to leave the *Track* or to enter the pit lane must make sure that it is safe to do so.
- (e) Except in the case of *Force Majeure* (accepted as such by the Stewards), the crossing, in any direction, of the line separating the pit entry and the *Track* by an *Automobile* entering the pit lane is prohibited.

7.8 EXIT FROM THE PIT LANE

- (a) There shall be a green light and red light (or similar signs) at the pit exit. An *Automobile* may only leave the pit lane when the green light is on (or sign displayed)
- (b) An *Automobile* must be wholly within the fast lane when exiting the pit lane.
- (c) Except in the case of *Force Majeure* (accepted as such by the Stewards), any line painted on the *Track* at the pit exit for the purpose of separating *Automobiles* leaving the pit lane from those on the *Track* must not be crossed by any part of an *Automobile* leaving the pit lane.

7.9 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' INQUIRY

- (a) Judicial matters at or arising from an *Event* may normally be dealt with by the Stewards 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.
- (b) In the event that a *Competitor* or *Driver* admits to a breach of the *Rules*, and an appropriate penalty is agreed between the *Competitor* or *Driver* and the Clerk of the Course, RD or DRD (acting on behalf of and with the approval of the Stewards), there is no requirement for the Stewards 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 www.motorsport.org.au.
- (c) At the request of the Clerk of the Course, RD or DRD, or in exceptional circumstances, at their own initiative, the Stewards may inquire into an occurrence at or arising from an *Event*.
- (d) All relevant persons may be required to attend the inquiry. The Stewards will issue a summons which will include the details of the matter under investigation.
- (e) At the inquiry, before commencing, the Stewards 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. If the Stewards provide such approval, this representative must not be a current or former legal practitioner.
- (f) The inquiry will be conducted as the Stewards determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses will be conducted by the Stewards.
- (g) 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.
- (h) For an Australian 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, DRD or DSA (as appropriate) within 30 minutes of the end of a session or race in which the offence is alleged to have occurred.
- (i) If guilt is established as a result of an inquiry, any submission to be put to the Stewards with regard to penalty will be made, so as to avoid the necessity for a separate re-convening of the inquiry to consider an appropriate penalty.

- (j) In addition to any penalty prescribed in the *NCR*, these CRSR or the Championship/Series Sporting and Technical Regulations for a breach of a specific rule, the Stewards may also impose any penalty listed in CRSR 9.1(a) at their discretion.
- (k) The Stewards have the power, after imposing a penalty, to suspend the whole or part of its operation on such terms as they see fit.
- (l) A decision will normally take effect immediately after it has been made.
- (m) Each affected *Competitor* or *Driver* will be advised of any decision as soon as practicable after it has been made.
- (n) Where possible, a written decision will be provided as soon as practicable after the completion of the inquiry.
- (o) Each person affected by or concerned in an inquiry will be bound by the decision or determination of the Stewards, subject only to rights of appeal according to the *NCR*.
- (p) For any Series/Championship, in the event that the Stewards commence an inquiry, and do not make a decision during the *Event* at which the inquiry was commenced, the inquiry may be re-convened by the Stewards at the following round of the Series/Championship.
- (q) For any Series/Championship, any technical or sporting issue which becomes apparent between rounds of the Series/Championship, may become the subject of a Steward's inquiry at a subsequent round of the Series/Championship.

9. PENALTIES

9.1 IMPOSITION OF PENALTIES

- (a) A breach of the *Rules* may result in the imposition of any one or combination of the following penalties by the Stewards:
 - (i) A drive-through penalty: The *Driver* must enter the pit lane and re-join the *Track* without stopping.
 - (ii) A stop-and-go time penalty: The *Driver* must enter the pit lane, stop at their pit bay for the time specified and then re-join the *Track*.

In the above 2 cases no work may be carried out on the *Automobile* during the penalty and the penalty cannot be commenced when the SC boards are displayed.

If a decision is made to impose either of the 2 penalties above and it is during the last 3 laps or after the end of a race, an alternate penalty of 30 seconds added to the total race time of the *Automobile* concerned in the case of (i) and 30 seconds plus the specified stop time added to the total race time in the case of (ii) will be imposed.

- (iii) A time penalty to be served as part of a Compulsory Pit Stop: When the *Driver* enters the pit lane for their Compulsory Pit Stop they must stop in their pit bay for the time specified before any CPS requirement and/or work on the *Automobile* can be commenced or, if a minimum pit stop time applies, the penalty time may be added to the minimum pit stop time.
- (iv) A time penalty: Time to be added to race time.
- (v) Deletion of a *Driver's* practice and/or qualifying lap time/s.
- (vi) A drop of any number of finishing positions in a race.
- (vii) A drop of any number of grid positions at a subsequent race/s.
- (viii) Starting a subsequent race from the pit lane.
- (ix) A reprimand.

If any of the 9 penalties above are imposed by the Stewards for a breach of the *Rules* that occurred during any practice, qualifying or race they will not be subject to appeal.

- (x) A fine
- (xi) Loss of Championship/Series points up to a maximum of the total number of points possible to be awarded to any one *Driver* at any round of a Championship/Series.
- (xii) *Disqualification* from the results of a practice, qualifying or race.

- (xiii) *Disqualification from an Event.*
- (b) Imposition of any of the above penalties does not preclude imposition of additional penalty as determined by the Stewards following further inquiry into an infringement.
- (c) During a practice, qualifying or race only, the Clerk of the Course/RD may impose a penalty as specified in CRSR 9.1(a)(i), (ii), (iii), (iv) or (v) for any breach of the Code of Driving Conduct, a false *Start*, exceeding the pit lane speed limit or any other prescribed penalty listed in the *Rules* that apply to the particular *Competition*. Any of these penalties imposed by the Clerk of the Course/RD and advised to the *Driver* and/or *Competitor* during the *Track* session will not be subject to protest.
- (d) Any penalty to be imposed but not advised to the *Driver* and/or *Competitor* during the *Track* session must be as a result of the process described in CRSR 8. That is, an Infringement Notice must be issued and/or a Stewards hearing convened prior to any penalty being imposed.

9.2 NOTIFICATION OF TIME PENALTIES

- (a) Time penalties imposed during a *Track* session will 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 *Automobile's* competition number or by advice over the Race Management Channel.

9.3 MINIMUM PENALTIES

- (a) The following minimum penalties must be imposed by the Stewards if a breach of the stated 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.

Minimum Penalties to be imposed for Breaches of Regulations as detailed

Regulation	Breach		Penalty					
			Club		State		National	
			Prac/Qual	Race	Prac/Qual	Race	Prac/Qual	Race
Drivers' Briefing	Non-attendance, or No signature		\$100		\$250		\$500	
	Late attendance, or Early departure		Warning		\$100		\$250	
Exceeding Pit Lane Speed Limit	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⁾

Continued on next page:

Minimum Penalties to be imposed for Breaches of Regulations as detailed

Regulation	Breach		Penalty					
			Club		State		National	
			Prac/Qual	Race	Prac/Qual	Race	Prac/Qual	Race
Exceeding Pit Lane Speed Limit	Limiter	+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	Verbal 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 to +20 km/h	\$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 Infringement	Ineligible <i>Automobile</i>		<i>Disqualification</i>					
	Tyre regulations		<i>Disqualification</i>					
Start Procedure	False <i>Start</i>		5 seconds added to race time Please note: The Clerk of the Course/RD may add to this penalty or substitute it with a pit lane penalty, if necessary, depending on the severity of the breach					

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 will be in the next race of the *Event* for that *Automobile*.
- (4) Time will be added to race time
- (5) If an alleged breach of pit lane speeding is deemed more serious, irrespective of the speed detected, then the *Competitor* may also be charged under the *NCR* to enable Stewards to impose further penalty(ies).

10. GENERAL

10.1 SMOKING

Smoking (including e-cigarettes), 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 Motorsport Australia "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 for a breach in accordance with the Motorsport Australia Anti-Doping Policy and/or the Motorsport Australia Illicit drugs in Sport (Safety Testing) Policy as published at www.motorsport.org.au.
- (b) Consumption of alcohol in the paddock, pits or any section of the *Circuit* under the control of the Officials is prohibited until all *Competition* is concluded each day. Accordingly, any holder of a Motorsport Australia "Competition" or "Officials" Licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Standard Operating Procedure for Breath Alcohol Testing.

10.3 PROTESTS AND APPEALS

- (a) A protest may be lodged only in accordance with the *NCR*.
- (b) A protest may not be lodged against any decision concerning penalties imposed by the Clerk of the Course/RD as described in CRSR 9.1(c).
- (c) An appeal may be made only in accordance with the *NCR*.
- (d) An appeal may not be made against any decision concerning penalties imposed under CRSR 8.1 (b) or 9.1 (a)(i), (ii), (iii), (iv), (v), (vi) (vii), (viii) or (ix)

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 *Rules* may result in:
 - (i) (if occurring during racing) the competing Automobile being black-flagged and/or action taken under CRSR 9.1; or
 - (ii) such action in accordance with the *NCR* or as detailed in CRSR 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 *Event* will 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 commencement of the formation lap, no-one is permitted 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 will be given in accordance with Circuit Race Appendix, Track Control & Flag Signalling.

10.7 PRIZE MONEY

- (a) Unless specifically approved by *Motorsport Australia* 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* must have the necessary noise measuring devices in place, and they must be in operation throughout the entirety of an *Event*. In order to assist *Competitors*, after each practice and qualifying session, each *Driver* of an *Automobile* which records sound levels of between 93 and 95 dB(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 *Track* and prohibited from resuming practice or racing until the *Organiser* is satisfied that the problem has been rectified. At each *Event*, at least 1 official must be nominated Judge of Fact (noise level) and their name included in the regulations for the *Event*.

10.9 TIMING EQUIPMENT

- (a) The following requirements are the minimum standards of equipment required. The standard may be varied, but only with specific approval of *Motorsport Australia* 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, Australian Series and Australian Championship levels: must register times to a minimum accuracy of 1/1000 second – by use of the fully automatic Dorian DATA-1 system, or similar.
- (e) International level: must register times to a minimum accuracy of 1/1000 second by automatically operated computer unless the regulations of the *Competition* require otherwise.
- (f) 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 *Automobiles* in the position agreed to by the appropriate category management; for all sedan-based *Automobiles* that position will be the left front foot well or right front foot well for left-hand drive *Automobiles* or as specified in the category regulations.

10.10 DRIVERS' BRIEFINGS

- (a) Each *Driver* must attend the *Drivers' briefing*.
- (b) The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- (c) The attendance sheet must be signed by the *Driver* to confirm attendance.
- (d) Failure to sign or to attend any compulsory briefing will result in a fine as per the table of minimum penalties detailed in these CRSR.
- (e) Late attendance (after the briefing has commenced), or early departure (before the briefing has finished) at any compulsory briefing will result in a fine as per the table of minimum penalties detailed in these CRSR.

10.11 REFUELLING/DE-FUELLING IN PIT LANE

Unless authorised in the *Supplementary Regulations* for an *Event*, refuelling/de-fuelling in pit lane is prohibited at any time.

10.12 NOTICE ON SAFE WORKING CONDITIONS

- (a) Each *Event* will be conducted in accordance with Motorsport Australia Safety 1st Policy and all other *Rules*, policies, procedures and laws concerning Occupational Health and Safety. Both the *Organiser* and *Motorsport Australia* have OH&S policies which are available on their relative websites and from the Race Administration Office.
- (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 *Event* 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.

10.13 PADDOCK MOVEMENTS

- (a) Each *Driver* must take care when driving in the paddock area.
- (b) Unless specified otherwise in *Event* regulations, a maximum speed of 10 km/h will apply in the paddock area.

10.14 WORKING UNDER AN *AUTOMOBILE*

At all times that any part of a person's body, except hands and arms, is under an *Automobile* that is raised on jacks, incompressible jack stands must be fitted that are capable of supporting the *Automobile* in the event of a jacking system failure.

10.15 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.

10.16 FIRE EXTINGUISHERS IN GARAGES

Each *Competitor* is required to provide, for each *Automobile* that they enter, a minimum of 1 operable 4.5kg ABE powder fire extinguisher complying with Australian standard AS 1841.5, on display at all times in the *Automobile's* pit lane garage or paddock area. It must be clearly marked with the *Automobile's* competition number and category (eg, FF 63) in writing not less than 50 mm high.

10.17 *PASSENGER RIDES*

Any motorsport *Passenger* ride activity must only be conducted in compliance with the Motorsport Australia MSPRA Policy.

10.18 COMPULSORY PIT STOP (CPS)

Where *Event* and/or *Series* regulations require that 1 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 commenced within the "CPS window" which will be specified in *Event* regulations. The *Event* regulations will 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, will be specified in the *Event* regulations. Assistance from any other person is prohibited.
- (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) Unless specified otherwise in *Event* or *Series* regulations, 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.
- (f) Tyre Change CPS
 - (i) During the Tyre Change CPS, a minimum of 1 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*. Unless specified otherwise in *Event* or Sporting regulations, the only equipment that may be used for the wheel change is 1 manual hydraulic jack and a cross brace type wheel brace. 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.
 - (ii) The TD will be the sole arbiter with regard to the compliance of equipment used to conduct a wheel change and their opinion in this regard will not be the subject of any protest.
- (g) *Driver* Change CPS

Unless otherwise specified in *Event* or Sporting regulations, 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.