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Modified Article	Date of Application	Date of Publication
1.2(c)	01/01/2020	01/01/2020
1.3(b)	01/01/2020	01/01/2020
5.2(c)	01/01/2020	01/01/2020
6.3	01/01/2020	01/01/2020
6.4(c)	01/01/2020	01/01/2020
6.4 Step 1 (a) and (j)	01/01/2020	01/01/2020
6.4 Step 2 (d)	01/01/2020	01/01/2020
6.4 Step 3 (b), (e) and (f)	01/01/2020	01/01/2020
6.9	01/01/2020	01/01/2020
6.10(d), (f), (g) and (h)	01/01/2020	01/01/2020
6.11(a), (b), (d) and (f)	01/01/2020	01/01/2020
6.12(a)	01/01/2020	01/01/2020
6.13(a), (t) and (u)	01/01/2020	01/01/2020
6.15(a)(vii)(A)	01/01/2020	01/01/2020
7.4(b) and (c)	01/01/2020	01/01/2020
7.5(e) and (g)	01/01/2020	01/01/2020
7.6(g)	01/01/2020	01/01/2020
8.1(k), (p) and (q)	01/01/2020	01/01/2020
9.1(a), (c) and (d)	01/01/2020	01/01/2020
9.2	01/01/2020	01/01/2020
10.3(d)	01/01/2020	01/01/2020
10.9(d)	01/01/2020	01/01/2020
10.13	01/01/2020	01/01/2020
10.14	01/01/2020	01/01/2020
10.16	01/01/2020	01/01/2020
10.18(f)(ii)	01/01/2020	01/01/2020

THESE **CIRCUIT RACE MEETING STANDING REGULATIONS (CRSR~~RMSR~~)** APPLY TO EACH CIRCUIT RACE EVENT CONDUCTED IN AUSTRALIA. THE **CRSR~~RMSR~~** 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~~RMSR~~**, 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 (see NCR 27) of the event (the Rules).

Each event shall be conducted under and in accordance with the Motorsport Australia rules policies and procedures, which can be found on the Motorsport Australia website at www.motorsport.org.au

1.1 OFFICIALS OF THE EVENT

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

1.2 SERIES PERSONNEL – APPOINTED BY MOTORSPORT AUSTRALIA

To any circuit race event, Motorsport Australia may appoint series personnel who shall have the authority to administer the various aspects of the Rules as detailed below:

(a) Race Director (RD)

- (i) The RD shall be appointed by Motorsport Australia and shall be responsible for maintaining the continuity of the sporting activity for the series to which they are appointed, at an event.
- (ii) The RD shall act in accordance with the Rules.
- (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 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 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 penalties in accordance with the Rules.

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

(b) Technical Delegate (TD)

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

(c) **Deputy Race Director (DRD) Investigating and Prosecuting Officer (IPO)**

The **DRD~~IPO~~** shall be appointed by Motorsport Australia and shall be empowered as follows:

- (i) The ~~DRD~~~~IPQ~~ 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 them by: the RD, Clerk of the Course, TD, DSA or any authorised official.
- (ii) The ~~DRD~~~~IPQ~~ Shall:
 - (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 preliminary investigations 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 should 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~~~~IPQ~~ and to the hearing.
 - (E) Prosecute each matter which they refer to the Stewards.
 - (F) Make submissions on the matter of penalty (in accordance with these rules) when the Stewards, as a result of a hearing, have determined that a penalty should be imposed. In the absence (for whatever reason) of the ~~DRD~~~~IPQ~~, the responsibilities of the ~~DRD~~~~IPQ~~ shall 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 shall 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 shall be appointed by the CM and shall 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 automobile eligibility matters.

(b) Driving Standards Advisor (DSA)

- (i) The DSA shall be appointed by the CM and shall 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 race 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 shall have free access to any Driver for the purpose of assisting the RD, ~~DRD~~~~IPQ~~, [Clerk of the Course](#) or the Stewards concerning any incident on the race 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~~~~IPQ~~ or [the Clerk of the Course](#) for judicial action.
- (v) The DSA may assist the RD, ~~DRD~~~~IPQ~~, [Clerk of the Course](#) or the Stewards 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 CRSR 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 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 holders of an International licence issued by an ASN other than Motorsport Australia 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 Motorsport Australia's jurisdiction.

1.5 ABANDONMENT OR CANCELLATION OF THE EVENT

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 Motorsport Australia 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 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 shall be regarded as a reserve and may compete upon a vacancy occurring amongst the accepted entries – see NCR 85.

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 NCR 83 without assigning a reason, save for an Australian Championship event 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 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 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 events 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 SCRUTINY

Each automobile shall be subject to the provisions of the Targeted Scrutiny Program as detailed in the Motorsport Australia 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 the Rules. Routine audits shall be conducted on an automobile every 12 months or at every fourth event, whichever comes first.

NOTE: Any references 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 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 an event;
- (b) Each automobile that is selected for an audit at an event 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 event 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 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) Should 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 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", Motorsport Australia 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 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 Schedule L (refer to "General Requirements for Cars and Drivers"). Any variation may result in the automobile being disqualified, the forfeiture of any fees paid, and the application of other penalties at the discretion of the Stewards in accordance with the NCR, and specifically NCR 183(i)(b).

Each automobile and Driver's apparel must comply with the provisions of the Motorsport Australia 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 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 should be disqualified from this event."

- (a) Each log book bearing such an endorsement by the Chief Scrutineer shall be placed before the Stewards. If the Stewards approve such a log book endorsement for a minor ineligibility during the event, 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 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 scrutiny, the Stewards may treat the matter, post event, in the manner as determined above.

5. PRACTICE

5.1 EVENT SCHEDULE

The event schedule 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 disqualification from 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 shall 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 shall apply:
 - (i) If the holder of a Level PC, PCC, NC, CC or International circuit 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 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. 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 lap time less than 130% of the pole position time.
- (c) In events exclusively for historic automobiles, please refer to “Historic” in the Motorsport Australia 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 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, 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 shall be decided 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 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, they 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 number of laps completed in the previous race.
- (f) If a Driver failed to start the previous race, they 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.

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 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 START PROCEDURE

- (a) The Supplementary Regulations for the event must specify whether a standing or rolling start shall be used.
- (b) Unless otherwise approved by Motorsport Australia and detailed in Series and/or Event Regulations, the starting procedure for each race shall 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) [Each Driver not following this 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 shall leave the marshalling area for one 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 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 break traction [or do practice starts](#) at any time 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 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 shall 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](#) ~~correctly positioned~~ the starter shall indicate that there are approximately five seconds before the red light/s is switched on.
- (c) At any moment, but not less than three seconds and not more than five seconds after the red light/s is shown, the start of the race shall be indicated by the extinguishing of the red light. A green light/s 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) [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 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 for each pre-race lap completed prior to the delayed start.
- (h) 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.
- (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 starting 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 shall 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 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 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 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) After the last automobile has left the grid the red light/s shall be switched on.
- (e) 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.
- (f) Drivers must not stop and do "burn outs" at any time during the formation lap.
- (g) 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.
- (h) 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.
- (i) 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.
- (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 shall 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 starting line at the end of the formation lap and/or before the official vehicle has withdrawn from the track, the red light shall not be extinguished and each automobile 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.

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 CRSR 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 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 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 RAIN LIGHT

~~Where fitted,~~ A rain light must be [fitted to the rear of each automobile in accordance with Schedule C \(refer to "General Requirements for Cars and Drivers"\)](#). 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 of 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 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.
- (c) 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.
- (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) No part of any air hose or rig suspended above the pit lane may be less than 2m from the pit lane surface.
- (f) [A Competitor is not permitted to place any equipment on or in contact with the pit wall.](#)
- (g) [A Competitor is not permitted to paint any line on any part of pit lane.](#)
- (h) 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 [a penalty as specified in CRSR 9.1\(a\) may be imposed.](#), ~~the Clerk of the Course / RD may impose a pit lane penalty and/or the Driver may be referred to the Stewards of the Meeting.~~
- (i) The use of reverse gear in pit lane is not permitted.

6.11 PIT STOPS

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

- (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 six persons [per automobile](#) are permitted to [enter pit lane to assist with a pit stop and/or work on that an automobile](#) ~~at any time whilst participating in any event.~~
- (c) Of the six persons permitted to assist with any pit stop, one 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 not permitted to perform 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. The Driver, in such circumstances, shall not be counted amongst the ~~regulation maximum~~ number [permitted to working](#) 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 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.
- (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 pit stops.
- (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 conditions of Schedule N (refer to “General Requirements for Cars and Drivers”, Motorsport Australia Manual) must be respected.

6.12 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 ([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 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 race 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 Sporting Regulations and the following shall 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, 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% to 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.

6.13 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 shall have over-riding authority in all respects of the Safety Car procedures [for that category or Series](#).
- (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 light must be 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

- (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 shall complete one lap of the circuit and enter pit lane.
- (t) 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 and the red starting light/s 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.
- (u) When the ~~green lights or green flag is shown by the~~ Starter extinguishes the red light/s, 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. 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. 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.
- (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) 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 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 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.

6.15 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) 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/TD. 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 shall 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 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/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 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/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 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 OBSERVANCE OF SIGNALS

The instructions detailed in Appendix H of the Motorsport Australia 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, shall 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 provisions 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) shall be considered to be a breach of the Code of Driving Conduct.
- (c) The following driving standards [shall apply](#): ~~may apply in relation to the severity of a breach of the Code of Driving Conduct:~~
 - (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 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.
- (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 not permitted. A Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one 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 ~~should not occur~~ in the braking area is not permitted and once in the braking area the trajectory of the defending automobile should 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 not permitted. For the avoidance of doubt, a Driver should leave at least one 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 not permitted to drive an automobile unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time.
- (i) It is not permitted for a Driver to unfairly gain an advantage as a result of contact to another automobile.
- (j) It is not permitted to drive an automobile in the opposite direction to the direction of racing unless it is absolutely necessary to move the automobile from a dangerous position.
- (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 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 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 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 except:
 - (i) during a race suspension; or
 - (ii) under instruction from an official; or
 - (iii) 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 shall 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 should 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 cars leaving the pit lane from those on the track must not be crossed by any part of an automobile leaving the pit lane.

7.9 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/PO](#) (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 the Motorsport Australia website www.motorsport.org.au.
- (c) At the request of the Clerk of the Course, RD or [DRD/PO](#), 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. Notice to attend shall normally, but not necessarily, be in writing and shall 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 shall 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 shall 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 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) Should guilt be established as a result of an inquiry, any submission to be put to the Stewards 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.

- (j) In addition to any penalty prescribed in the National Competition Rules, 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 shall 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 shall normally take effect immediately after it has been made.
- (m) Each affected Competitor or Driver shall be advised of any decision as soon as practicable after it has been made.
- (n) Where possible, a written decision shall be provided as soon as practicable after the completion of the inquiry.
- (o) Each person affected by or concerned in an inquiry shall be bound by the decision or determination of the Stewards, subject only to rights of appeal pursuant to Part XIII of the NCR.
- (p) For any ~~Australian~~ 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 ~~Australian~~ 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 race 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 race track.

In the above two (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 two (2) penalties above ~~are imposed~~ [and it is](#) during the last three (3) laps or after the end of a race, [an alternate penalty of](#) thirty (30) seconds ~~shall be~~ added to the total race time of the automobile concerned in the case of (i) and thirty (30) seconds plus the specified stop time ~~shall be~~ added [to the total race time](#) in the case of (ii) [shall 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 shall 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 nine (9) penalties above are imposed by the Stewards [for a breach of the Rules that occurred during any practice, qualifying or race](#) they shall 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 shall 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 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~~ automobile's competition number or by advice over the Race Management Channel.

~~(b) Other time penalties authorised in Regulations shall be advised to the Competitor's Team Manager.~~

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 Infraction	Ineligible automobile		Disqualification					
	Tyre regulations		Disqualification					
Start Procedure	False Start		Five (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 shall be in the next race of the event for that automobile.
- (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(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(ies) 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 on the Motorsport Australia 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 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 Part XII of 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 Part XIII of 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 NCR, these Standing Regulations, any Championship/Series 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 CRSR 9.1; or
 - (ii) such action as provided for in NCR 183 (refer NCR 144) 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 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 Motorsport Australia Manual).

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 shall have the necessary noise measuring devices in place, and they shall 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 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 event, at least one 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 should be taken as a guide to 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, 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.~~
- (e) 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.
- (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 cars in the position agreed to by the appropriate category management; for all sedan-based automobiles that position shall 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 shall be detailed in the Supplementary or Further 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 shall 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 shall result in a fine as per the table of minimum penalties detailed in these CRSR.

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 an event.

10.12 NOTICE ON SAFE WORKING CONDITIONS

- (a) Each event shall 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 web sites 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) A maximum speed of 10 km/h shall apply in the paddock area unless specified otherwise in Event Regulations.

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.

~~11. SPECIFIC REQUIREMENTS FOR AUSTRALIAN SERIES/CHAMPIONSHIPS~~

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

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 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 pit lane garage or paddock area. It must be clearly marked with the automobile number and category (eg, FF 63) in writing not less than 50mm high.

10.17 PASSENGER RIDES

Any motor sport passenger ride activity must only be conducted in compliance with the Motorsport Australia MSPRA Policy.

10.18 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 commenced 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, unless specified otherwise in Event or Series Regulations.
- (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 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.

- (ii) The TD shall be the sole arbiter with regard to the compliance of equipment [used to conduct a wheel change](#) ~~with this regulation~~ and their opinion in this regard shall not be the subject of any appeal or protest.
- (g) 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 (unless otherwise specified in Event or Sporting Regulations). Other work is permitted.