

Modified Article	Date of Application	Date of Publication

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.

Any HEADING is for reference only and has no regulatory effect.

1. PREAMBLE

The purpose of a *Regularity Trial* is to set consistent lap times at less than the full potential of the *Driver* and *Automobile*. It is not a race. It provides an opportunity for *Drivers* to compete in a different style of *Speed Event* with less vigour than racing. For Historic motorsport, the showcasing of *Automobiles* in this form of *Competition* is an important aspect of maintaining and demonstrating Australia's motoring history. *Regularity Trials* rely on the good judgement of the *Organiser* in accepting appropriate *Entries*.

2. SPECIAL CONDITIONS

- (a) Driving in a manner designed to achieve positional advantage over another *Automobile* is not acceptable.
- (b) *Passengers* are prohibited.

3. ASSEMBLY OF A FIELD

The *Organiser* will assemble each field based on lap times, *Automobile* type or category. Due consideration must be given to avoiding widespread disparity in *Automobile* type, category, lap time, maximum speed, closing speed and *Driver* experience. For 5th Category *Competition* the relevant Group Compatibility Chart will apply.

4. NOMINATION OF MINIMUM LAP TIME BY THE ORGANISER

The *Organiser* will nominate a minimum lap time for each field taking into consideration factors used to assemble a field and an allowance for a *Driver* to 'break' their nominated lap time without compromising the safety of the trial. Subject to the approval of the Stewards, on the recommendation of the Clerk of the Course, the *Organiser* nominated minimum lap time may be varied.

5. NOMINATION OF LAP TIME BY DRIVER

Prior to each trial, in accordance with the *Supplementary Regulations*, each *Driver* must nominate a lap time. The *Driver* nominated lap time must be greater than the *Organiser* nominated minimum lap time and within 130% of each other *Driver* nominated lap time in that field. The *Organiser* will refuse a *Driver* nominated lap time if it is deemed inappropriate. In such a case, the *Driver* will be required to nominate a lap time acceptable to the *Organiser*. Where the variation of *Driver* nominated lap times for a field exceeds 130% the following will apply:

- (a) Regrouping of *Automobiles* into other fields; or
- (b) Subject to the approval of the Stewards, on the recommendation of the Clerk of the Course, accepting a *Driver* nominated lap time exceeding 130% for that field.
- (c) Subject to the approval of the Stewards, on the recommendation of the Clerk of the Course, a *Driver* who fails to take part in the Official Practice or who fails to nominate a lap time will be permitted to compete.

6. SCORING

Each lap for each *Automobile* will be timed.

For each lap time which varies from the *Driver* nominated lap time, a points penalty as specified in the *Supplementary Regulations* will apply. The penalty for each lower lap time will be 2 times the penalty for each greater lap time. The winner will be the *Driver* who has completed the required number of laps and has accrued the fewest penalty points.

Once a *Driver* has completed the required number of laps no further scoring for that *Driver* will apply.

A *Driver* who records a lap time lower than the *Organiser* nominated minimum lap time will be shown the black flag and a penalty of Disqualification from that trial will be imposed. Repeated lap times lower than the *Organiser* nominated minimum lap time may result in the *Driver* being denied further participation in the *Event*. This includes any extra laps that a *Driver* may complete after the required number of laps.

7. TRACK DENSITY

The maximum track density will be as listed on the Track Licence.

8. ELIGIBLE AUTOMOBILES

- (a) Each *Automobile* must comply with Technical Appendix - Schedule A and B of the *Motorsport Australia Manual*.
- (b) A *Regularity Trial* for Historic *Automobiles* may include any *Automobile* of a type suitable for inclusion in the 5th Category. Where an *Automobile* is the subject of a Historic Log Book, it must comply with that Log Book. A replica 5th Category *Automobile* may be accepted provided it is clearly listed and identified as such in the entry form and entry list. The inclusion of other *Automobiles* in a *Regularity Trial* for Historic *Automobiles* may be permitted, subject to approval by *Motorsport Australia*.
- (c) The use of cruise control systems and on board timing devices is prohibited.

9. START PROCEDURE

For each field each *Automobile* shall be marshalled in order of *Driver* nominated lap time, with the *Automobile* with the fastest *Driver* nominated lap time at the front.

Prior to the commencement of each trial a 1-minute board will be shown to the field. A *Driver* failing to be marshalled when the 1-minute board has been shown will not be permitted to commence that trial. Each *Automobile* will then enter the *Track* in single file for a warm-up lap. During the warm-up lap each *Automobile* must remain in single file. Timing for each *Automobile* will commence as it crosses the control timing line at the end of the warm-up lap (flying start) and will continue until the display of the chequered flag.

Any variations to this *Start* procedure must be approved by *Motorsport Australia*.

10. LICENCE REQUIREMENTS

Each *Driver* must hold a minimum of a Motorsport Australia Speed Licence and membership of a *Motorsport Australia* affiliated car club.

The *Organiser* may require a higher level of Licence/experience.

11. SAFETY EQUIPMENT – APPAREL

Each *Driver* must wear apparel in compliance with Technical Appendix - Schedule D. The use of a full-face helmet when driving an open *Automobile* is highly recommended.

The *Organiser* may require a higher level of apparel.

12. VEHICLE LOG BOOKS

The requirement for a Vehicle Log Book is specified in Technical Appendix - Schedule L.

13. MARKINGS ON AUTOMOBILES

Any markings on an *Automobile*, including competition number, must comply with Technical Appendix - Schedule K.

14. DRIVING STANDARDS

Each *Driver* must comply with the Code of Driving Conduct of the Circuit Race Standing Regulations. If the Clerk of the Course deems a *Driver* to be driving in a dangerous or inappropriate manner they may refer the *Driver* to the Stewards with a recommendation that the *Driver* be denied further participation in the *Event*.

The *Organiser* may specify a higher level of driving standard, eg; a no overtaking zone.