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4.1 Practice and Qualifying	01/01/2025	01/01/2025
5.3 Starting the Race – Standing Start	01/01/2025	01/01/2025
5.12.1 Race winner	01/01/2025	01/01/2025
5.12.7 Classified finisher	01/01/2025	01/01/2025
6.2.3 Track edge	01/01/2025	01/01/2025
6.4.3 Entrance to the Pit Lane	01/01/2025	01/01/2025
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7.1.1 Imposition of Penalties	24/03/2025	24/03/2025
5.3.2 Reversing to allocated grid position	30/09/2025	30/09/2025

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code), the National Competition Rules (NCR), including their Appendices or this document.
Any HEADING is for reference only and has no regulatory effect.

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THESE CIRCUIT RACE STANDING REGULATIONS (CRSR) APPLY TO ANY CIRCUIT RACE COMPETITION.

WHERE A CATEGORY SPORTING AND/OR TECHNICAL REGULATION VARIES FROM THE CRSR, THAT REGULATION WILL TAKE PRECEDENCE.

1. ADMINISTRATION

Each *Circuit Race Competition* is to be held under the FIA International Sporting Code including Appendices (Code), the National Competition Rules (NCR), any applicable Sporting and/or Technical Regulations approved by *Motorsport Australia*, these CRSR, the *Supplementary Regulations*, and any further regulations or instructions issued for the *Competition*.

1.1 PERSONNEL APPOINTED BY MOTORSPORT AUSTRALIA

Motorsport Australia may appoint to any *Circuit Race Competition*, the following personnel who have the authority to administer the various aspects of the *Rules* as detailed below: Their name and position must be published in the Sporting Regulations or the *Supplementary Regulations*.

1.1.1 Race Director (RD):

- 1.1.1.1 May be appointed for the duration of a *Championship, Cup, Trophy, Challenge or Series*, or an *Event*.
- 1.1.1.2 Will work in permanent consultation with the Clerk of the Course.

1.1.1.3 Will have overriding authority in:

the control of each *Competition*, adherence to the timetable and, if necessary, the making of any proposal to the Stewards to modify the timetable;

the stopping of an *Automobile* in accordance with the *Rules*;

the stopping of practice or suspension of a race in accordance with the *Rules* if deemed unsafe to continue and ensuring the correct restart procedure is carried out;

the *Start* procedure; and

the use of the Safety Car.

1.1.1.4 May conduct an investigation into any alleged breach of the *Rules* and if required report the matter to the Stewards.

1.1.2 **Deputy Race Director (DRD):**

1.1.2.1 May conduct an investigation into any alleged breach of the *Rules* and if required report the matter to the Stewards.

1.1.2.2 Will prosecute any matter reported to the Stewards.

1.1.2.3 Will make a submission on penalty to the Stewards.

1.1.2.4 In the absence of the *DRD*, the responsibility will be assumed by the *RD*, or the Clerk of the Course or their appointee.

1.1.3 **Technical Delegate (TD):**

1.1.3.1 Will oversee the technical compliance of any *Automobile* in a *Championship, Cup, Trophy, Challenge or Series*, or an *Event*.

1.1.3.2 Will work in consultation with the Chief Scrutineer and if required report to the *RD, DRD, Clerk of the Course* and the Stewards.

1.1.4 **Driving Standards Advisor (DSA):**

1.1.4.1 Will oversee the driving standards in a *Championship, Cup, Trophy, Challenge or Series*, or an *Event* and may report to the *RD, DRD, Clerk of the Course* and the Stewards.

1.1.4.2 May advise a *Driver* on any matter concerning the Code of Driving Conduct.

1.2 **PERSONNEL NOMINATED BY A CATEGORY MANAGER (CM)**

A *CM* may nominate personnel for approval by *Motorsport Australia* to have the authority to administer a particular aspect of the *Rules* as detailed below: Their name and position must be published in the Sporting Regulations or the *Supplementary Regulations*.

1.2.1 **Technical Advisor (TA):**

1.2.1.1 Outside of an *Event*, may liaise with any *Competitor* to assist with the technical compliance of their *Automobile*.

1.2.1.2 During an *Event*, may assist the *TD* and/or Chief Scrutineer to carry out their role.

1.2.2 **Category Administrator (CA):**

Will manage the administrative aspects of the sporting and technical regulations of a *Championship, Cup, Trophy, Challenge or Series*, or an *Event*.

2. **AUTOMOBILE ELIGIBILITY**

2.1 Unless otherwise approved by *Motorsport Australia*, each *Automobile* must comply with the weight to power requirement for each *Motorsport Australia* **Circuit-Track** Licence grade as below.

Circuit-Track Licence Grade	*Weight to **Power ratio (kg/hp)
A1	open
A2	>1
A3	>2
B1	>2
B2	>2

* Weight = *Racing Weight* of the *Automobile* in kg.

** Power = maximum power output of the engine in hp as measured at the crankshaft.

- 2.2 Any *Automobile* entered in a *Competition* must comply with the specifications of 1st, 2nd, 3rd, 5th or 6th Category or another Category approved by *Motorsport Australia* and may not change to another Category during that *Event*. However, an *Organiser* may conduct a *Competition* comprising of more than one Category and/or Group in accordance with the Compatibility Matrix below.

Note: Unless otherwise approved by Motorsport Australia, an Automobile with a Historic Log Book must comply with the eligibility regulations (e.g. technical, safety) for a contemporary category/group, listed in the Compatibility Matrix to be eligible to participate with that category/group.

		Racing Cars					Highly Modified							Middle Modified				Low Modified			
		Formula Ford (all)	Formula Vee	Free Formula	Group 2C - Supersports	Group 6SR – Sports Racer	Group 2A – Sports Cars	Group 2B – Prod Sports	Group 3D – Sports Sedans	GT3*	Carrera Cup*	Supercars (all)*	Trans Am*	GT4*	Group 2B – Porsche 944	Group 2F – Prod Sports	Group 3J – Improved production	Group 3K – Saloon Cars	Group 3E – Production Cars	Group 3E – Circuit Excel	Group 3H - HQ
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	Carrera Cup*																				
	Supercars (all)*																				
	Trans Am*																				
Middle Modified	GT4*																				
	Group 2B – Porsche 944																				
	Group 2F – Prod Sports																				
	Group 3J – Improved Production																				
	Group 3K – Saloon Cars																				
Low Modified	Group 3E – Production Cars																				
	Group 3E – Circuit Excel																				
	Group 3H – HQ																				

* These *Automobiles* may have a category contract that limits where they are permitted to race. Contact *Motorsport Australia* for details.



Preferred combination

Less preferred combination

Least preferred combination. TRA required [to be submitted for approval by Motorsport Australia](#)

Not to be combined

May be combined dependant on individual *Automobile* [and approval by Motorsport Australia](#)

3. SCRUTINEERING

3.1 AUTOMOBILE DAMAGE

- 3.1.1 Any damage incurred during a *Competition* may necessitate the black flag with orange disc being displayed to that *Automobile* after which it must return to the *Pit Lane* on its next lap for examination by a Scrutineer. Following examination, the Scrutineer may permit that *Automobile* to rejoin the *Competition*.
- 3.1.2 An *Automobile* damaged during a *Competition* may be held and examined by the Chief Scrutineer.

4. PRACTICE AND QUALIFYING

4.1 REQUIREMENTS

- 4.1.1 Where races are to be conducted on more than one *Track* configuration during an *Event*, each *Driver* participating in such races must practice on each layout.
Unless a lesser percentage is prescribed in the *Rules*, each *Driver* must achieve a lap time within 130% of the fastest lap time recorded in that qualifying session/s ~~or as otherwise prescribed in the *Rules*, on that *Track* configuration.~~
Any *Driver* failing to meet the qualifying time criterion ~~may~~ **must** apply to the Stewards who may grant permission to compete, e.g. met the qualifying time criterion in practice.
- 4.1.2 With the approval of the Stewards, a *Driver* unable to practice in the *Automobile* in which they are entered will be permitted to practice and/or qualify in another *Automobile* of similar type on that *Track* configuration.
Any lap time recorded will not count for determining a grid position for that *Driver*.
- 4.1.3 If a qualifying session cannot be completed to the satisfaction of the Stewards, they may allocate grid positions according to practice session times or by another criterion.

4.2 GRID POSITIONS

- 4.2.1 Unless otherwise specified in the *Rules*, the starting grid for the first race will be determined by each *Driver's* fastest qualifying lap time in order from the fastest to the slowest.
- 4.2.2 If 2 or more *Drivers* record equal fastest lap times, the first *Driver* to record the lap time will have the higher grid position.
- 4.2.3 The starting grid for any subsequent race/s will be determined by the finishing order of the previous race.
- 4.2.4 If a *Driver* fails to finish the previous race, they will be placed at the rear of the grid. If more than 1 *Driver* fails to finish, they will be placed at the rear of the grid in order of the number of laps they completed in the previous race and the order in which they crossed the *Finish Line*.
- 4.2.5 If a *Driver* fails to start the previous race, they will be placed at the rear of all others and, if there are more than one, they will be placed in order of fastest lap time in qualifying or as determined otherwise by the Stewards.

5. RACING

5.1 STARTER'S ORDERS

- 5.1.1 A *Driver/Automobile* is under Starter's Orders for a race *Start* when:
 - for a standing *Start*, if approaching the grid, or in the *Pit Lane* when the "5 second" signal is given; and
 - for a rolling *Start*, if approaching the grid, or in the *Pit Lane* when the *Start* signal is given.In each case, such *Driver/Automobile* will be deemed to have started the race.

5.2 RECONNAISSANCE AND FORMATION LAP

For a Championship *Start*, the following will apply:

- 5.2.1 When instructed by an official, each *Automobile* will leave for 1 reconnaissance lap to the grid. A *Driver* must not stop to carry out a practice start during this lap including when leaving the marshalling area and/or at the exit of the *Pit Lane*. When an *Automobile* arrives at the grid it must stop in its allocated position. Pit crew may then approach it.

- 5.2.2 When 3 minutes remain before the formation lap, a warning will be sounded and a “3 Minute” board displayed by the Starter.
- 5.2.3 When 2 minutes remain before the formation lap, a warning will be sounded and a “2 Minute” board displayed by the Starter. The exit of the *Pit Lane* will be closed at this time. Except for any necessary crew member or official, the grid will be cleared of all personnel.
- 5.2.4 When 1 minute remains before the formation lap, a warning will be sounded and a “1 Minute” board displayed by the Starter. The grid will be cleared of all personnel.
- 5.2.5 Any *Automobile* not having reached the rear of the grid by the “1 minute” signal must enter the *Pit Lane* from where it may join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed.
- 5.2.6 When 30 seconds remain before the formation lap, a warning will be sounded and a “30 Second” board will be displayed by the Starter.
- 5.2.7 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.
- 5.2.8 During the formation lap:
- 5.2.8.1 Each *Automobile* must maintain its starting order led by the pole position *Automobile*.
- 5.2.8.2 Passing is only permitted in order to maintain formation.
- 5.2.8.3 Any *Automobile* out of position at the *SC1 Line* must enter the *Pit Lane* from where it may join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed.
- 5.2.8.4 If an *Automobile* does not start or stalls:
- the *Driver* must raise one hand high or indicate by waving to the nearest official;
- after the *Automobiles* move off and when it is safe to do so, any remaining on the grid may be push-started or moved to the *Pit Lane* by officials or by the pit crew if directed by the officials; and
- If the *Rules* require an operative starter motor to be fitted to an *Automobile* and it is started other than by its starter motor, that *Automobile* must return to the *Pit Lane* on the next lap to demonstrate to a Scrutineer that the engine can be self-started after which it may join the race under the direction of an official after the field has passed.
- 5.2.8.5 A *Driver* must not stop to carry out a practice start.

For a Non-Championship Start the following will apply:

- 5.2.9 When 1 minute remains before the formation lap, a “1 Minute” board will be displayed.
- 5.2.10 When the green flag is displayed each *Automobile* may then proceed on a formation lap led by the *Automobile* on pole position.
- 5.2.11 The exit of the *Pit Lane* will close on the instruction of the Clerk of the Course and any *Automobile* remaining in the *Pit Lane* may join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed.
- 5.2.12 During the formation lap:
- 5.2.12.1 each *Automobile* must maintain its starting order led by the pole position *Automobile*;
- 5.2.12.2 passing is only permitted in order to maintain formation; and
- 5.2.12.3 any *Automobile* out of position at the *SC1 Line* must enter the *Pit Lane* and may join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed;
- 5.2.12.4 if an *Automobile* does not start, or stalls:
- the *Driver* must raise one hand high or indicate by waving to the nearest official;
- after the commencement of the formation lap and when it is safe to do so, an *Automobile* which remains may be push-started or moved to the *Pit Lane* by officials or by the pit crew if directed by officials; and
- if the *Rules* require an operative starter motor to be fitted to an *Automobile* and it is started other than by its starter motor, that *Automobile* must return to the *Pit Lane* on the next lap to demonstrate to a Scrutineer that the engine can be self-started after which it may join the race under the direction of an official after the field has passed.

- 5.2.12.5 a *Driver* must not stop to carry out a practice start including when leaving the marshalling area and/or at the exit of *Pit Lane*.

5.3 STARTING THE RACE – STANDING START

- 5.3.1 For a standing Start and prior to the commencement of the formation lap, a marshal with 2 yellow flags will ~~position themselves~~ be positioned, unless directed otherwise by the Chief Grid Marshal, adjacent to each grid row. If an *Automobile* stalls, is slow to move off or the *Driver* signals that there is a problem, the adjacent marshal and each marshal following will wave one yellow flag on the trackside and the other on the pit lane side to indicate a hazard ahead. The same procedure will apply for the Start of the race.
- 5.3.2 ~~For a standing Start,~~ Following the formation lap each *Automobile* arriving at the grid must stop in its allocated grid position. Prior to the display of the 5 second board, any *Driver* who overshoots their allocated grid position by no more than 1 *Automobile* length, may reverse to the correct position, otherwise a false Start will have occurred.
- 5.3.3 When the Starter is satisfied that each *Automobile* is stationary, a 5 second board will be displayed indicating that the red light/s will be illuminated approximately 5 seconds later.
- 5.3.4 At any moment between 2 and 3 seconds after the red light/s is illuminated, the signal to *Start* will be given by the extinguishing of the red light/s.
- 5.3.5 If the light/s is not functioning, the National Flag will be used, being raised 5 seconds after the 5 second board and lowered 2 to 3 seconds later to indicate the *Start* of the race.
- 5.3.6 An *Automobile* must be stationary and positioned with the contact patch of its front tyres on or within the grid box lines in its allocated position at the time of the *Start* signal, otherwise a false *Start* will have occurred.

5.4 ABORTED START – STANDING START

If the Starter decides that a situation has arisen that could jeopardise the *Start*, the following options apply:

- 5.4.1 Extra Formation Lap
- 5.4.1.1 If, after returning to the grid at the completion of the formation lap, the situation is with an *Automobile*:
- its *Driver* must raise one hand high or indicate by waving to the nearest official;
 - the flashing yellow lights will be illuminated;
 - an “EXTRA FORMATION LAP” board will be displayed by the Starter; and
 - the green flag will be waved 2 seconds later.
- 5.4.1.2 Each *Automobile* will commence an extra formation lap. When leaving the grid, the *Driver* must observe the *Pit Lane* speed limit until they pass the front row of the grid. When it is safe to do so, the *Automobile* which caused the extra formation lap will be moved into the *Pit Lane* by the officials or by the pit crew if directed by officials. If this *Automobile* is able to start the race it may do so only from the exit of the *Pit Lane* under the direction of an official after the field has passed.
- 5.4.1.3 Any *Automobile* which caused the extra formation lap and is able to move off without assistance must return to the *Pit Lane* and may join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed. If more than 1 *Automobile* is involved, their starting order will be determined by the order in which they reach the exit of the *Pit Lane*.
- 5.4.1.4 For each extra formation lap the race will be shortened by 1 lap.
- 5.4.2 Delayed Start
- 5.4.2.1 If the *Start* is to be delayed, flashing yellow lights will be illuminated and a “START DELAYED” board will be displayed. If the red light/s has already been illuminated, it must remain on. If the national flag is used to give the *Start* signal and has been raised, the Starter will furl the flag before lowering it.
- 5.4.2.2 Except for officials permitted by the Clerk of the Course, access to the grid is prohibited.
- 5.4.2.3 The *Start* procedure will recommence from the “1 Minute” signal.

- 5.4.2.4 If an *Automobile* caused the delayed start, it must return to the *Pit Lane* and may only join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed. If more than 1 *Automobile* is involved, their starting order will be determined by the order in which they reach the exit of the *Pit Lane*.
- 5.4.2.5 For each delayed start the race may be shortened by the Stewards.

5.5 STARTING THE RACE – ROLLING *START*

- 5.5.1 For a rolling *Start*, when the “1 Minute” signal is displayed, the flashing light/s on the official vehicle positioned ahead of the field will be illuminated.
- 5.5.2 When the green flag is displayed to commence the formation lap, each *Automobile* will move off led by the official vehicle with flashing light/s illuminated.
- 5.5.3 During the formation lap:
each *Automobile* must maintain its starting order, with the pole position *Automobile* leading;
passing is only permitted in order to maintain formation; and
any *Automobile* out of position at the *SC1 Line* must enter the *Pit Lane* and may join the race from the exit of the *Pit Lane* under the direction of an official after the field has passed.
- 5.5.4 If an *Automobile* does not start or stalls:
the *Driver* must raise one hand high or indicate by waving to the nearest official;
after the *Automobiles* move off and when it is safe to do so, any *Automobile* which remains may be push started or moved to the *Pit Lane* by officials or by the pit crew if directed by the officials; and
if the *Rules* require an operative starter motor to be fitted to an *Automobile* and it is started other than by its starter motor, that *Automobile* must return to the *Pit Lane* on the next lap to demonstrate to a Scrutineer that the engine can be self-started after which it may join the race under the direction of an official after the field has passed.
- 5.5.5 After the last *Automobile* has left the grid the red start light/s will be illuminated.
- 5.5.6 Unless otherwise advised, the speed of the official vehicle will be between 75 and 85 km/h and each *Automobile* must be as close as practical to the one ahead but no more than 5 *Automobile* lengths from it.
- 5.5.7 Approaching the end of the formation lap:
each *Automobile* must be in 2x2 formation and in its correct grid position by a point identified in the event regulations and any accelerating and/or braking, and/or moving left or right must cease;
on the instruction of Race Control the flashing lights on the official vehicle will be extinguished and it will accelerate away from the field and enter the *Pit Lane*;
the field will continue on the *Track* controlled by the pole position *Automobile* maintaining a speed between 75 and 85 km/h;
each *Automobile* must maintain its grid position and travel within its line of grid boxes; and
after the signal to *Start* is given by extinguishing the red light/s, each *Automobile* may commence racing.
- 5.5.8 In the case of a start light failure, a green flag will be waved to indicate the *Start* signal.

5.6 ABORTED *START* – ROLLING *START*

- 5.6.1 If the Starter is dissatisfied with the formation of the *Automobiles* or another situation arises that could jeopardise the *Start*:
the red light/s will remain illuminated, an “EXTRA FORMATION LAP” board displayed by the Starter, and a waved yellow flag displayed at each flag post;
the field will continue on an extra formation lap controlled by the pole position *Automobile* at a speed determined by its *Driver*;
when reaching the designated point at which time each *Automobile* must be in 2x2 formation, the pole position *Automobile* must maintain a speed between 75 and 85 km/h and each waved yellow flag withdrawn;
each *Automobile* must maintain its grid position and travel within its line of grid boxes; and

after the signal to *Start* is given by extinguishing the red light/s, each *Automobile* may commence racing.

5.6.2 In the case of a start light failure, a green flag will be waved to indicate the *Start* signal.

5.6.3 An *Automobile* which enters the *Pit Lane* may join the race from the exit of the *Pit Lane* but only under the direction of an official and after the field has passed.

5.7 STARTING A RACE FROM *PIT LANE*

5.7.1 If an *Automobile* is starting a race from the *Pit Lane*:

where the exit of the *Pit Lane* is positioned forward of the *Control Line* used to count laps, the *Automobile* will be considered as having completed 1 lap the first time it crosses that *Control Line*; and

where the exit of the *Pit Lane* is positioned behind the *Control Line* used to count laps, the *Automobile* will be considered as having completed 1 lap the second time it crosses that *Control Line*.

5.8 DRIVER

Unless otherwise approved by *Motorsport Australia*, only the *Driver* is permitted in an *Automobile* when it is on the *Track*.

5.9 RAIN LIGHT

On instruction from the Clerk of the Course, any rain light fitted to the rear of an *Automobile* in accordance with the Technical Appendix must be illuminated.

5.10 PIT LANE

5.10.1 The speed limit in the *Pit Lane* is 40 km/h.

5.10.2 During a race, an *Automobile* in the *Fast Lane* has priority over any *Automobile* re-joining from the *Working Lane*.

5.10.3 Except while a race is suspended and all *Automobiles* have been directed to stop in the *Pit Lane*, it is prohibited to work on an *Automobile* in the lane closer to the signalling wall (*Fast Lane*).

5.10.4 During any *Competition*, equipment for a pit stop may remain in the *Working Lane*, but only for a period commencing approximately 2 laps before the expected pit stop and ending promptly after the *Automobile* departs. This equipment must not be left in a manner that would endanger or unnecessarily impede personnel in the *Pit Lane* or another *Automobile*.

5.10.5 Any part of any air hose or gantry suspended above the *Pit Lane* must be stored more than 2 metres from the *Pit Lane* surface.

5.10.6 It is prohibited to place any equipment on or in contact with the signalling wall.

5.10.7 It is prohibited to paint any marking on any part of the *Pit Lane*.

5.10.8 For the sole purpose of aligning their *Automobile* in its grid position prior to the *Start* Signal, 1 pit crew member per *Automobile* is permitted in the signalling wall area during the formation lap and must leave as soon as it is aligned.

5.10.9 Up to 3 pit crew members from each *Automobile* continuing in the *Competition* will be permitted in the signalling wall area after the *Start* signal.

5.10.10 It is prohibited to use reverse gear in the *Pit Lane*.

5.10.11 The use of any electric mains powered tools or equipment is prohibited in the *Pit Lane*. Such equipment may be used in a rear section of a *Pit Garage* where no flammable substances are stored and with appropriate screening.

5.10.12 Unless permitted in the *Supplementary Regulations*, refuelling/de-fuelling in the *Pit Lane* is prohibited.

5.11 PIT STOP

During a pit stop:

5.11.1 Except to cross to or from the *Working Lane* for the minimum distance required to safely enter or exit its *Pit Bay*, an *Automobile* must remain wholly in the *Fast Lane*.

- 5.11.2 Except in exceptional circumstances (e.g. a slow *Automobile* with an obvious mechanical problem, a stopped *Automobile*, an obstacle), an *Automobile* in either the *Fast Lane* or the *Working Lane* may not overtake another *Automobile* in the *Fast Lane*.
- 5.11.3 Subject to the following, a maximum of 4 persons per *Automobile* are permitted to be in the *Working Lane* to assist with a pit stop and/or work on that *Automobile*.
 - 5.11.3.1 One of these 4 persons must be dedicated to the role of Car Controller who is responsible for releasing the *Automobile* safely back into the *Fast Lane* when the work is completed. The Car Controller is prohibited from performing any other function.
 - 5.11.3.2 A *Driver* who remains in the *Automobile* will not be counted as one of these 4 persons.
 - 5.11.3.3 During a change of *Driver*, assistance from either *Driver* in only fastening seat belts and/or adjusting seat and/or mirrors and/or disconnecting and connecting a communication system and/or servicing the *Driver's* drinking system will not be counted as one of these 4 persons.
 - 5.11.3.4 If an *Automobile* is removed from the *Working Lane*, there is no limit to the number of persons permitted to work on it.
- 5.11.4 An *Automobile* will be deemed to have been released either when it has moved from its *Pit Bay* or it has been driven out of its designated *Pit Garage*.
- 5.11.5 An *Automobile* must not be released from a *Pit Garage* or *Pit Bay* in an unsafe condition or in a way that could endanger or unnecessarily impede personnel in the *Pit Lane* or another *Automobile*.
- 5.11.6 Any contact between *Automobiles* in the *Pit Lane* may be reported to the Stewards.
- 5.11.7 Any *Driver* leaving the *Pit Lane* to re-join the *Track* must obey any signal shown at the exit of the *Pit Lane*.
- 5.11.8 Any refuelling operation in the *Pit Lane* must comply with the requirements of Circuit Race Appendix, Refuelling in Pit Lane.

Note: If a race includes a Compulsory Pit Stop the requirements must be included in the *Event* regulations.

5.12 RACE FINISHERS AND AWARDS

- 5.12.1 The winner of a race will be, where *Automobiles*:
 - start at the same time for a prescribed distance, the one that crosses the *Finish Line* first;
 - start at different times for a prescribed distance, the one that crosses the *Finish Line* first; and
 - compete for a set time, the one that ~~covers~~ *completes* the greatest *number of laps* ~~distance~~ in the time allowed *and crosses the Finish Line first*. In this case, the chequered flag will be displayed to the leader on the second time they cross the *Finish Line* after the time has elapsed.
- 5.12.2 If the chequered flag is displayed:
 - before the prescribed distance or time has been reached by the leader, the race will be considered to have finished at the time it was displayed; or
 - after the prescribed distance or time has been reached by the leader, the race will be considered to have been finished at the time the prescribed distance was covered or time elapsed.
- 5.12.3 If a race is suspended by the use of a red flag and is not resumed, the results will be determined at the time the leader crossed the *Finish Line* at the commencement of the lap preceding the lap on which the red flag was displayed.

However, if the leader completed fewer than 2 laps, there will be no results.
- 5.12.4 In each case, the results will show:
 - the winner first; then
 - each *Automobile* classified as a finisher in the order of the number of laps completed and further in order of the time taken to complete those laps; then
 - each *Automobile* not classified as a finisher in the order of the number of laps each completed and further in order of the time taken to complete those laps before the race finished; then
 - each *Automobile* which was allocated a grid position in the race and which did not *Start*.
- 5.12.5 Any time penalty to be added to the results will be added to the time taken by the relevant *Automobile* to complete the race distance before the *Provisional Classification* is compiled. It will not affect the number of laps credited to that *Automobile*.

- 5.12.6 In any race where the *Rules* provide for penalty laps, such penalties will be applied to the laps recorded by the relevant *Automobile* before the *Provisional Classification* is compiled.
- 5.12.7 To be classified as a finisher, an *Automobile* must have:
- crossed the *Finish Line* on the *Track* (i.e. not in the *Pit Lane*, the *Pit Entry Road* nor the *Pit Exit Road*) under its own power;
 - completed at least 75% of the number of laps ~~distance/duration~~ completed by the winner; and
 - completed its last lap in less than twice the time of the winner's last lap time for that race.
- 5.12.8 The exit of the *Pit Lane* will close as the winner crosses the *Finish Line*. No protest may be lodged on the time that the exit of the *Pit Lane* closes.
- 5.12.9 Any prize or award will be distributed in accordance with the *Rules*.
- 5.12.10 The following will apply to any race in which the scheduled distance/duration is not completed by the leader:
- if less than 50% of the race has been completed, no points will be awarded;
 - if 50% to 75% of the race has been completed, 50% of the points will be awarded; and
 - if at least 75% of the race has been completed, full points will be awarded.

5.13 SAFETY CAR

- 5.13.1 The *RD*, if appointed, or the Clerk of the Course is responsible for the deployment of the Safety Car during a race.
- 5.13.2 The Safety Car must:
- be clearly marked "SAFETY CAR" on the front, rear and each side;
 - have at least 1 flashing yellow light and 1 flashing green light on the roof, each powered by a separate electrical circuit; and
 - be driven by an experienced circuit driver and carry an observer capable of recognising each *Automobile* and who is in permanent radio contact with Race Control.
- 5.13.3 Prior to the *Start* of a race, the Safety Car will take up position at the front of the grid or other designated position.
- 5.13.4 The Safety Car will normally be deployed to neutralise a race if the circumstances do not require it to be suspended or stopped.
- 5.13.5 When the order is given to deploy the Safety Car, each flag post must display a waved yellow flag and an "SC" board until the intervention is over.
- 5.13.6 When the "SC" boards and yellow flags are displayed, each *Automobile* must:
- cease racing;
 - not overtake unless the *Automobile* immediately ahead slows with an obvious problem; and
 - slow to a speed appropriate to the conditions.
- 5.13.7 The Safety Car with its flashing yellow light/s illuminated may join the *Track* regardless of the position of the leader.
- 5.13.8 When the Safety Car joins the *Track*, each *Automobile*:
- must form up in single file behind the Safety Car;
 - maintain the speed of the Safety Car;
 - maintain a maximum of 5 *Automobile* lengths from the *Automobile* immediately ahead (including to the Safety Car);
 - may only overtake the Safety Car when its green flashing light is illuminated (or other signal) which is the signal for 1 *Automobile* at a time to overtake. This will continue until the leader is immediately behind the Safety Car unless the leader stops in which case it is the next *Automobile* regardless of its position in the race; and
 - if signalled to pass, must continue at reduced speed and without overtaking until it reaches the line of *Automobiles* behind the Safety Car.

- 5.13.9 The Safety Car intervention will continue at least until the leader or other relevant *Automobile*, is behind it. The withdrawal of the Safety Car may not necessarily be delayed to allow any other *Automobile* to join the rear of the line.
- 5.13.10 While the Safety Car is deployed, an *Automobile* may stop at its *Pit Bay* but may only re-enter the *Track* when the exit of the *Pit Lane* is open. Such *Automobile* must proceed at reduced speed until it reaches the end of the line of *Automobiles* behind the Safety Car. The exit of the *Pit Lane* will be open at all times except when the Safety Car and the line of *Automobiles* following it are about to pass or are passing the exit of the *Pit Lane*.
- 5.13.11 A *Driver* intending to enter the *Pit Lane* must maintain track position until they cross the *SC1 Line*. If the exit of the *Pit Lane* is open, the position of the *Automobile* exiting relative to those on the *Track*, including the Safety Car, will be determined by the order in which the *Automobiles* cross the *SC2 Line*.
- 5.13.12 If necessary, the Safety Car with its yellow light/s flashing may be directed to drive through the *Pit Lane* with each *Automobile* following. Any *Automobile* stopped at its *Pit Bay* as the Safety Car passes, must not re-join until the last *Automobile* in the line passes it.
- 5.13.13 In preparation for the end of a deployment, the Safety Car will:
- proceed at a prescribed speed;
 - extinguish its yellow flashing light/s, from which point each *Automobile* must maintain the prescribed speed +/- 5 km/h and cease any accelerating and/or braking and/or moving either left or right; and then
 - accelerate away from the field and enter the *Pit Lane*.
- 5.13.14 As the Safety Car enters the *Pit Entry* the yellow flags and "SC" boards displayed at each flag post will be withdrawn and a green light/flag will be shown at the *Control Line* to signal the restart. Each flag post will also display a waved green flag. At this time, each *Automobile* is permitted to accelerate or maintain the prescribed speed, but not slow, until it has crossed the *Control Line*.
- 5.13.15 An *Automobile* may not overlap or overtake another until it has crossed the *Control 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.
- 5.13.16 The green flags will be withdrawn after the last *Automobile* crosses the *Control Line*.
- 5.13.17 If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, its yellow flashing light/s will be extinguished, it will enter the *Pit Lane* and each *Automobile* will remain on the *Track* and take the chequered flag without overtaking.
- 5.13.18 Each lap conducted while the Safety Car is deployed will be counted as a race lap.

5.14 STARTING A RACE BEHIND THE SAFETY CAR

- 5.14.1 Under certain circumstances (e.g. heavy rain) a race may be started behind the Safety Car.
- 5.14.2 For a Championship Start:
- 5.14.2.1 The Safety Car will be directed to the front of the grid and at any time before the "1 Minute" signal its flashing yellow lights will be illuminated which indicates the race will be started behind the Safety Car.
 - 5.14.2.2 The red starting light/s will be illuminated.
 - 5.14.2.3 When the Starter extinguishes the red light/s:
 - there will be no formation lap and the race will be deemed to *Start* as the Safety Car leaves the grid; and
 - each *Automobile* will follow in grid order, single file and a maximum of 5 *Automobile* lengths from the *Automobile* immediately in front (including to the Safety Car).
 - 5.14.2.4 Each flag post will display an "SC" board and waved yellow flag.
- 5.14.3 For a Non-Championship Start:
- 5.14.3.1 The Safety Car will be directed to the front of the grid with its flashing yellow lights illuminated which indicates the race will be started behind the Safety Car.
 - 5.14.3.2 The red starting light/s will be illuminated.
 - 5.14.3.3 *Automobiles* will be released from the Marshalling Area for the commencement of the formation lap to the grid.

- 5.14.3.4 When the Starter extinguishes the red light/s each *Automobile* will follow the Safety Car in grid order, single file and a maximum of 5 *Automobile* lengths from the *Automobile* immediately in front (including to the Safety Car)
- 5.14.3.5 Each flag post will display an “SC” board and waved yellow flag.
- 5.14.4 The Safety Car will remain deployed until it is instructed to return to the *Pit Lane*, following which the field will continue in accordance with the end of Safety Car deployment procedure.

5.15 SUSPENDING AND RESUMING A RACE

5.15.1 Suspending a race

- 5.15.1.1 If it becomes necessary to suspend a race in which the *Track* is blocked or because weather or another situation make it unsafe to continue, the Clerk of the Course will order a waved red flag to be displayed at each flag post.
- 5.15.1.2 When the red flag is displayed:
 - overtaking is prohibited;
 - the exit of the *Pit Lane* will be closed;
 - each *Automobile* must proceed slowly to the grid; however, any *Driver* may choose to enter the *Pit Lane*;
 - the first *Automobile* to arrive on the grid will occupy pole position and others will form up in a single line behind it in the order they arrive; and
 - any *Automobile* which was stopped at the time the red flag was displayed or delayed because of the incident may proceed to the grid provided it does so under its own power.
- 5.15.1.3 Provided their *Automobile* is stopped on the grid, any team member is permitted to attend it. Other personnel as approved by the Clerk of the Course may also be on the grid.
- 5.15.1.4 An *Automobile* may be pushed from the grid to the *Pit Lane*.
- 5.15.1.5 If necessary, an *Automobile* may be repositioned into the order at the last point at which it was possible to determine such position.
- 5.15.1.6 The Safety Car will be positioned at the front of the grid.
- 5.15.1.7 Whilst the race is suspended:
 - the timekeeping system will continue;
 - for a race to be determined by time, the length of the suspension or part thereof may be added to the scheduled time for the end of the race with the approval of the Stewards;
 - an *Automobile* may be worked on once it has stopped on the grid or in its *Pit Bay*. Such work must not impede the resumption of the race;
 - refuelling and/or a *Driver* change is prohibited. When an *Automobile* was in the *Pit Entry* or the *Pit Lane* when the red flag was displayed, refuelling and/or a *Driver* change is permitted; and
 - unless permitted by the Clerk of the Course due to a weather condition (e.g. dry to wet) or approved by the Chief Scrutineer for safety reasons, the changing of any tyre is prohibited. However, any *Automobile* which was in the *Pit Entry* or the *Pit Lane* when the red flag was displayed will be permitted to change any tyre.
- 5.15.1.8 Any *Automobile* in the *Pit Lane* will be permitted to resume the race in the order it arrived at the exit of the *Pit Lane* in accordance with the procedure for ‘Resuming a race’.
- 5.15.1.9 If a race is suspended during a Safety Car deployment, and the Safety Car is directed into the *Pit Lane*:
 - each *Automobile* must follow the Safety Car and stop in the *Fast Lane* in a line behind it;
 - an *Automobile* may be worked on in the *Fast Lane*, however, refuelling is prohibited; and
 - unless permitted by the Clerk of the Course due to a weather condition (e.g. dry to wet) or approved by the Chief Scrutineer for a safety reason, the changing of any tyre

is prohibited.

5.15.2 Resuming a race

5.15.2.1 A signal board will be displayed and a warning will be sounded by the Starter before the resumption when:

5 minutes remain;

3 minutes remain;

2 minutes remain;

At which time, any *Automobile* between the Safety Car and the leader will be directed 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 each such *Automobile* must maintain the *Pit Lane* speed limit until passing the Safety Car at the front of the grid.

1 minute remains;

At which time, the grid will be cleared of all personnel and equipment.

30 seconds remain

5.15.2.2 When the green flag is displayed by the Starter:

the Safety Car will leave the grid;

an "SC" board and a waved yellow flag will be displayed at each flag post;

each *Automobile* will follow in single file and a maximum of 5 *Automobile* lengths from the *Automobile* immediately ahead (including the Safety Car); and

as soon as the last *Automobile* (including any *Automobile* directed to complete a further lap 2 minutes prior to the green flag) has passed the exit of the *Pit Lane*, the exit of the *Pit Lane* will open and any *Automobile* in the *Pit Lane* may then enter the *Track* and join the line of *Automobiles* behind the Safety Car.

5.15.2.3 Overtaking is permitted only if:

an *Automobile* is delayed when leaving the grid and any *Automobile* behind cannot avoid passing it without unduly delaying the remainder of the field; or

an *Automobile* starting from the *Pit Lane* is delayed and any *Automobile* behind cannot avoid passing it without unduly delaying the remainder of the *Automobiles* behind it.

5.15.2.4 The end of Safety Car deployment procedures will then apply.

5.15.2.5 If the field has entered the *Pit Lane* behind the Safety Car, the same procedure will apply with the race resuming from the *Pit Lane*.

5.15.2.6 Unless the *RD*, if appointed, or the Clerk of the Course determines otherwise, the Safety Car will enter the *Pit Lane* after 1 lap.

5.15.3 If the race cannot be resumed:

the results will show the race order as at the commencement of the lap before the lap in which the red flag was displayed; or

if the leader completed fewer than 2 laps, there will be no results.

5.15.4 Any decision made in respect of this race suspension procedure is not subject to protest.

6. CODE OF DRIVING CONDUCT

6.1 OBSERVANCE OF SIGNALS

Each *Driver* must comply with the requirements of the Circuit Race Appendix, Track Control and Flag Signalling which form part of this Code of Driving Conduct.

6.2 OVERTAKING, CAR CONTROL AND *TRACK* LIMITS

6.2.1 An *Automobile* alone on the *Track* may use the full width of the *Track*, however as soon as it is caught by an *Automobile* which is about to lap it, the *Driver* must allow the faster *Driver* past at the first possible opportunity. If the *Driver* who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display the waved blue flag to indicate that the faster *Driver* wants to overtake. Any

Driver who appears to ignore the blue flags will be reported to the Stewards.

- 6.2.2 Overtaking, according to the circumstance, may be carried out either on the right or the left.
- 6.2.3 Each *Driver* must use the *Track* at all times and may not leave the *Track* without a justifiable reason. For the avoidance of doubt, any painted line defining the *Track* edge is considered to be part of the *Track* but a kerb is not. However, any part of a kerb which is contained between these painted lines is considered as *Track* for the purpose of this article.
- 6.2.4 More than one change of direction to defend a position is prohibited.
- 6.2.5 Any *Driver* moving back towards the racing line, having earlier defended a position off-line, must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the approach to the corner.
- 6.2.6 Any manoeuvre liable to hinder another *Driver* such as crowding of an *Automobile* beyond the edge of the *Track* or any other abnormal change of direction, is prohibited.
- 6.2.7 Any *Driver* who appears to have committed any of the above offences will be reported to the Stewards.
- 6.2.8 If an *Automobile* leaves the *Track* for any reason it may re-join. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A *Driver* will be judged to have left the *Track* if no part of their *Automobile* remains in contact with the *Track*.
- 6.2.9 Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the *Automobile* (such as leaving the *Track*) will be reported to the Stewards and may entail the imposition of a penalty/ies up to and including *Disqualification* of the *Driver* concerned.
- 6.2.10 The following driving standards will apply;
 - Careless driving - departing from the standard of a competent *Driver*; or
 - Dangerous driving - an action by a *Driver* which creates serious risk to others.
- 6.2.11 It is prohibited to drive an *Automobile* unnecessarily slowly, erratically or in a manner deemed potentially dangerous to another *Driver*/s.
- 6.2.12 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*. Any movement to defend a position in the braking area is prohibited and once in the braking area the trajectory of the defending *Automobile* must remain parallel to the solid line defining the *Track* edge.
- 6.2.13 For the avoidance of doubt, a *Driver* must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the exit of a corner if another *Automobile* has any overlap with their *Automobile*.
- 6.2.14 It is prohibited for a *Driver* to unfairly gain an advantage as a result of contact with another *Automobile*.
- 6.2.15 Unless it is absolutely necessary to move the *Automobile* from a dangerous position, it is prohibited to drive an *Automobile* in the opposite direction to the direction of racing.
- 6.2.16 A *Driver* who performs any act which results in debris being brought onto the *Track* may be reported to the Stewards.

6.3 AN AUTOMOBILE STOPPING DURING A RACE

- 6.3.1 If an *Automobile* leaves the *Track* due to being unable to maintain racing speed, the *Driver* must if practical signal the intention to do so and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit from the *Track*.
- 6.3.2 If an *Automobile* stops other than in the *Pit Lane* it must be moved as soon as possible so that its presence does not constitute a danger or hinder other *Drivers*.
- 6.3.3 If the *Driver* is unable to move the *Automobile* it is the duty of the officials to assist. If such assistance results in the *Driver* re-joining the race, this must be done without committing any breach of the *Rules* and without gaining an advantage.
- 6.3.4 Any repair carried out on or near the *Track* may only be performed by the *Driver* using any tool and spare part carried aboard the *Automobile*.
- 6.3.5 Replenishment of any kind is prohibited except when the *Automobile* concerned is stopped at its *Pit Bay*.
- 6.3.6 Apart from the *Driver* and any official, any other person is prohibited to touch an *Automobile* except in the *Pit Lane*.

- 6.3.7 Pushing an *Automobile* on the *Track* other than by any official is prohibited.
- 6.3.8 Except during a race suspension, any *Automobile* abandoned on the *Circuit* by its *Driver*, even temporarily, will be deemed to have withdrawn from the race.

6.4 ENTRANCE TO THE *PIT LANE*

- 6.4.1 Unless otherwise defined in the *Rules*, during *Competition* access to the *Pit Lane* from the *Track* is permitted through the *Pit Entry Road* only.
- 6.4.2 Any *Driver* intending to exit the *Track* and enter the *Pit Lane* must ensure that it is safe to do so.
- 6.4.3 Except in the case of *Force Majeure* (accepted by the Stewards), or unless otherwise defined by the Race Director, if appointed, or the Clerk of the Course, any part of a tyre of an *Automobile* entering the *Pit Lane* must not cross in any direction any line painted on the *Track* for the purpose of separating *Automobiles* entering the *Pit Lane* from those on the *Track* and must proceed to the *Pit Lane*. For the avoidance of doubt, crossing means that the outside of any tyre must not go beyond the outside, with the respect to the *Pit Lane*, of the relevant line painted on the *Track*.

6.5 EXIT FROM THE *PIT LANE*

- 6.5.1 During *Competition* access to the *Track* from the *Pit Lane* is permitted only through the *Pit Exit Road*.
- 6.5.2 There will be a green light and a red light or similar sign/s at the exit of the *Pit Lane*. An *Automobile* may leave the *Pit Lane* only when the green light is illuminated or sign displayed.
- 6.5.3 Except in the case of *Force Majeure* (accepted by the Stewards), or unless otherwise defined by the Race Director, if appointed, or the Clerk of the Course, any part of a tyre of an *Automobile* exiting the *Pit Lane* must not cross any line painted on the *Track* for the purpose of separating an *Automobile* leaving the *Pit Lane* from those on the *Track*. For the avoidance of doubt, crossing means that the outside of any tyre must not go beyond the outside, with respect to the *Pit Lane*, of the relevant line painted on the *Track*.

7. PENALTIES

7.1 IMPOSITION OF PENALTIES

- 7.1.1 A breach of the *Rules* relating to a *Competition* may result in any one or combination of the following penalties being imposed by the Stewards, and which are not subject to appeal.

Any such penalty imposed which is not advised to the *Driver* and/or *Competitor* during the *Competition* must be conveyed as soon as practical after the conclusion of that session.

- 7.1.1.1 Deletion of a *Driver's* practice and/or qualifying lap time/s.
- 7.1.1.2 A drop of a specific number of grid positions at any subsequent race.
- 7.1.1.3 Starting any subsequent race from the *Pit Lane*.
- 7.1.1.4 A time penalty.
- 7.1.1.5 A drop of a specific number of finishing positions in a race.
- 7.1.1.6 A drive-through penalty: The *Automobile* must enter the *Pit Lane* and re-join the *Track* without stopping at its *Pit Bay*.
- 7.1.1.7 A stop-and-go penalty: The *Automobile* must enter *Pit Lane*, stop at its *Pit Bay* and then re-join the *Track*. No work may be carried out on the *Automobile* during a stop-and-go penalty.
- 7.1.1.8 A stop-and-go time penalty: The *Automobile* must enter the *Pit Lane*, stop at its *Pit Bay* for the time specified and then re-join the *Track*. No work may be carried out on the *Automobile* during a stop-and-go time penalty.

~~Note: If the Safety Car has been deployed, a drive-through or a stop-and-go time penalty may only be conducted if the *Automobile* has crossed the SC1 Line prior to the "SC" boards being displayed.~~

- 7.1.1.9 A time penalty during a pit stop including a Compulsory Pit Stop (CPS): the *Automobile* must stop in its *Pit Bay* for the time specified before any *Driver* change or work on it is commenced.
- 7.1.1.10 A time penalty during a CPS where a minimum pit stop time applies: the penalty time will be added to the minimum pit stop time and no *Driver* change or work may be commenced on the *Automobile* until the penalty time elapses.
- 7.1.1.11 If a decision is made to impose either a drive-through or stop-and-go time penalty during

the last 3 laps of a race or after the end of a race, in the case of:

a drive-through penalty, 30 seconds will be added to the total race time of the *Automobile*; and

a stop-and-go time penalty, 30 seconds plus the specified penalty time will be added to the total race time of the *Automobile*.

Note: If the Safety Car has been deployed, a drive-through penalty or a stop-and-go penalty or a stop-and-go time penalty or a time penalty during a pit stop may only be conducted if the *Automobile* has crossed the SC1 Line prior to the "SC" boards being displayed.

7.1.2 The following penalties are subject to appeal:

7.1.2.1 A reprimand.

7.1.2.2 A fine.

7.1.2.3 Withdrawal of points for a *Championship, Cup, Trophy, Challenge or Series* up to a maximum of the total number of points possible to be awarded at that round.

7.1.2.4 *Disqualification.*

7.2 MINIMUM PENALTY

The table below prescribes the minimum penalty that must be imposed by the Stewards for a breach. Each penalty may be increased by the Stewards.

Regulation	Breach		Penalty			
			National Championship, Cup, Trophy, Challenge or Series		Other Competitions	
			Practice/ Qualifying	Race	Practice/ Qualifying	Race
Drivers' Briefing	Non-attendance for any part of the briefing		\$500		\$100	
Exceeding <i>Pit Lane</i> Speed Limit	Limiter ⁽⁵⁾	+1 to +3 km/h	Warning			
		+4 to +15 km/h	\$300 or 3 grid positions ⁽³⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾	\$150 or 3 grid positions ⁽³⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾
		+16 km/h and above	\$500 or 7 grid positions ⁽³⁾	PLP+10 ⁽²⁾ or 60 seconds added ⁽⁴⁾	\$300 or 7 grid positions ⁽³⁾	PLP+10 ⁽²⁾ or 60 seconds added ⁽⁴⁾
	Non-limiter ⁽⁵⁾	+1 to +3 km/h	Warning			
		+4 to +15 km/h	\$150 or 3 grid positions ⁽³⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾	\$80 or 3 grid positions ⁽³⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾
		+16 km/h and above	\$250 or 7 grid positions ⁽³⁾	PLP+10 ⁽²⁾ or 60 seconds added ⁽⁴⁾	\$150 or 7 grid positions ⁽³⁾	PLP+10 ⁽²⁾ or 60 seconds added ⁽⁴⁾

Regulation	Breach	Penalty			
		National Championship, Cup, Trophy, Challenge or Series		Other Competitions	
		Practice/ Qualifying	Race	Practice/ Qualifying	Race
Flag Signals	Disobeying a Red Flag	Rear of grid for next race ⁽⁶⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾	Rear of grid for next race ⁽⁶⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾
	Disobeying a single yellow flag	Loss of 3 grid positions for next race ⁽⁶⁾	15 seconds added ⁽⁴⁾	Loss of 3 grid positions for next race ⁽⁶⁾	15 seconds added ⁽⁴⁾
	Disobeying a double yellow flag	Loss of 6 grid positions for next race ⁽⁶⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾	Loss of 6 grid positions for next race ⁽⁶⁾	PLP ⁽¹⁾ or 30 seconds added ⁽⁴⁾
Safety Car Procedure	Not maintaining 5 <i>Automobile</i> lengths to the <i>Automobile</i> in front	N/A	5 seconds added ⁽⁴⁾	N/A	5 seconds added ⁽⁴⁾
	Weaving after Safety Car lights extinguished		5 seconds added ⁽⁴⁾		5 seconds added ⁽⁴⁾
	Accelerating prior to display of green flag		15 seconds added ⁽⁴⁾		15 seconds added ⁽⁴⁾
	Accelerating and slowing unnecessarily		15 seconds added ⁽⁴⁾		15 seconds added ⁽⁴⁾
	Overlap prior to Control Line at restart		5 seconds added ⁽⁴⁾		5 seconds added ⁽⁴⁾
	Overtaking prior to Control Line at restart		15 seconds added ⁽⁴⁾		15 seconds added ⁽⁴⁾
Pit Entry	Crossing the line that separates the <i>Track</i> from the <i>Pit Entry Road</i>	Race without pit stop	15 seconds added ⁽⁴⁾	Warning	15 seconds added ⁽⁴⁾
		Race with pit stop	30 seconds added ⁽⁴⁾		30 seconds added ⁽⁴⁾
Pit Exit	Crossing the line that separates the <i>Track</i> from the <i>Pit Exit Road</i>	Warning	15 seconds added ⁽⁴⁾	Warning	15 seconds added ⁽⁴⁾
Technical Infringement	Ineligible <i>Automobile</i>	Disqualification			
Start	False Start	5 seconds added ⁽⁴⁾			

NOTE:

- (1) "PLP" means drive-through penalty.
- (2) "PLP+10" means stop-and-go time penalty with a 10 second stop.
- (3) A grid penalty is an alternative if it can be applied to that *Automobile* and/or *Driver* as relevant at the same *Event*.
- (4) Time will be added to race time.
- (5) "Limiter" means a pit lane speed limiter is fitted to the *Automobile*.
- (6) "next race" means the next race for that *Driver* in that *Automobile* at that *Event*.

8. GENERAL

8.1 PROHIBITED AREAS

After the commencement of a *Competition*, no person is permitted in the *Circuit* 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 *Circuit* is opened after the end of the *Competition*.

8.2 NOISE

- 8.2.1 The *Organiser* must have a noise measuring device/s in the approved location and in operation throughout any *Competition*. After each *Competition*, the *Competitor* of an *Automobile* which records a sound level between 93 and 95 dB(A) must be so advised by the *Organiser*.
- 8.2.2 Any *Automobile* which records in excess of 95 dB(A) during a *Competition* may be removed from the *Track* and prohibited from resuming until the *Organiser* is satisfied that the noise issue has been rectified.
- 8.2.3 At each *Event*, at least 1 official must be nominated Judge of Fact - Noise and their name included in the regulations for the *Event*.

8.3 TIMING EQUIPMENT

- 8.3.1 Unless otherwise approved by *Motorsport Australia*, each lap time recorded during a *Competition* must be timed to a minimum of 1/1000 second.
- 8.3.2 Where a timing transmitter is required to be fitted to an *Automobile* it must be fully functioning during each *Competition* and installed in accordance with the *Rules*.

8.4 BRIEFINGS

- 8.4.1 Each *Competitor* and *Driver* must attend for the duration of any briefing as required in the *Supplementary Regulations*.
- 8.4.2 The *Organiser* must provide an attendance sheet which must be signed by each person listed to confirm attendance.

8.5 PADDOCK MOVEMENTS

The movement of any vehicle in the paddock or any public area must be done with caution.

8.6 WORKING UNDER AN AUTOMOBILE

When an automobile is off the ground, and other than during wheel changing when any part of a person's body except hands and forearms are under any part of an *Automobile*, it is mandatory to use solid, incompressible components capable of supporting that *Automobile*.

8.7 EXHAUST VENTING

An extraction fan or an exhaust extension must be used when running an *Automobile's* engine within its garage.

8.8 FIRE EXTINGUISHER – GARAGE/PADDOCK

The *Competitor* must provide at least 1 certified and fully functioning 4.5kg fire extinguisher compliant with the local legislation in each of their *Automobile's Pit Garage* or designated paddock area.

8.9 PASSENGER RIDE

Any motorsport *Passenger* ride activity must be compliant with the Motorsport Australia Motor Sport Passenger Ride Activity Policy.

9. DEFINITIONS

CA: Category Administrator appointed by the *CM*.

CM: Category Manager recognised by *Motorsport Australia*.

CPS: Compulsory Pit Stop.

CRSR: Circuit Race Standing Regulations.

DRD: Deputy Race Director appointed by *Motorsport Australia*.

DSA: Driving Standards Advisor appointed by *Motorsport Australia*.

Fast Lane: The lane in the *Pit Lane* that is closer to the signalling wall.

Pit Bay: The area in the *Working Lane* of the *Pit Lane* that is allocated by the *Organiser* or *CM* to an *Automobile* where it must stop for work to be carried out.

Pit Entry Road: The section of *Track* leading to the *Pit Lane*.

Pit Exit Road: The section of *Track* from the end of the *Pit Lane* leading to the *Track*.

Pit Garage: The structure that is allocated by the *Organiser* or the *CM* to an *Automobile* that is normally adjacent to the *Pit Lane* where it will be housed when not on the *Track*.

Pit Lane: All the road in which a speed limit of 40 km/h applies which will be indicated by signage.

RD: Race Director appointed by *Motorsport Australia*.

TA: Technical Advisor appointed by the *CM*.

TD: Technical Delegate appointed by *Motorsport Australia*.

SC1 Line: Safety Car line across the *Track* prior to the *Pit Entry Road*.

SC2 Line: Safety Car line across the *Track* after the *Pit Exit Road*.

Working Lane: The lane in the *Pit Lane* that is adjacent to the *Fast Lane*.