RACE MEETING STANDING REGULATIONS

These regulations apply to all circuit race meetings except where CAMS has approved alternative regulations.

1. ADMINISTRATION

1.1 All race meetings in Australia are conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS, these Race Meeting Standing Regulations, any applicable Championship or Series Regulations, the relevant Supplementary Regulations, and any further regulations or instructions issued by the promoters (see NCR 61) of the race meeting.

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

1.3 To any race meeting, CAMS may appoint a Race Director to supervise nominated competitions in conjunction with the other senior officials appointed to the meeting and also scrutineers for the specific purpose of determining vehicle eligibility. These appointments shall (if appropriate) specify the areas in which the appointed officials shall have over-riding authority.

1.4 **Eligible competitors:** Persons participating must be holders of the appropriate CAMS-issued licence. In the case of International competition, only persons being the holders of International licences, issued by CAMS or another ASN, are eligible to enter or drive. Holders of International licences issued by an ASN other than CAMS are required to have their entry form endorsed by their parent ASN or to produce to the promoter an authority to compete (a Visa).

1.5 **Abandonment or cancellation of the meeting:** The promoters reserve 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 organisers shall have discretion (subject to the approval of CAMS and the provisions of NCR 115 & 116) regarding the awarding of prizes.

2. ENTRIES

2.1 **Entries, dates, and fees:** Entries shall be acceptable only if made on the official forms, fully completed, and accompanied by the relevant fees.

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

2.2 **Number of entries:** The promoters reserve the right to stipulate the maximum number of entries for each event, subject to the requirements of CAMS.

2.3 **Conditional acceptance:** In the event of the number of entries exceeding the maximum number of starters permitted, the promoters reserve the right to accept entries conditionally. In the event of such conditional acceptance, such competitors shall be regarded as reserves and may compete upon a vacancy occurring amongst the accepted entries – see NCR 85.

2.4 **Change of program:** The promoters reserve the right to vary the program of events.

2.5 **Change of driver:** If an entrant wishes to change or nominate a driver after the closing date of entries, he must apply to the Secretary of the Meeting for approval noting that there is no compulsion to accept such a change. After the publication of the program, such changes shall only be made with the approval of the stewards of the Meeting.

2.6 **Nomination of drivers:** For National Championships, refer to Australian Title Conditions.

2.7 **Refusal of entries:** The Promoters reserve the right to accept or reject entries in accordance with NCR 83 without assigning a reason, save for National Championship events where the approval of CAMS is required prior to rejecting an entry.

3. INSURANCE

3.1 **Personal accident:** Drivers, relief drivers, pit crew, and officials are covered by Personal Accident Insurance under the terms of the CAMS National Insurance Scheme (see Appendix I to the NCR – "Insurance" on the CAMS website, *www.cams.com.au,* for details.).

3.2 **Public risk:** Public Risk Insurance has been effected by the promoters. The policy includes the legal liability of CAMS, the promoters, and participants. See Appendix I.

4. SCRUTINY

4.1 **Scrutiny:** All competing cars must be submitted to the scrutineers as stipulated in Supplementary Regulations, including post race scrutiny.

4.2 **Eligible vehicles:** Competing vehicles shall be such as comply with the specifications of 1st, 2nd, 3rd, 5th or

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6th Category automobiles. Cars of any category shall compete only in such category, and may not change categories during the meeting. The organisers reserve the right to grade vehicles according to their estimate of each car's performance.

4.3 Cars to be complete: The onus is on the individual competitor to present his vehicle for scrutiny at the appropriate times, in a complete and finished state, in "ready to race" condition, and with competition numbers and all intended advertising in place. Any vehicle 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 Compliance: Any vehicle entered for the meeting must correspond with the detailed description contained in the relevant recognition form (as appropriate) and the log book issued for that car. Any variation may result in the vehicle being excluded, 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(ii).

4.5 Examination for eligibility: Should the Clerk of Course, and/or the scrutineers, at any time suspect that a car does not comply with these regulations, they may so advise the entrant, 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 car to be examined, including such dismantling as may be necessary, to determine the points in question. Should such question/s arise before or during the meeting, it may be requested that such examination be postponed until after the meeting, and in such cases, immediately upon completion of the race the car is to be impounded until the examination is completed.

4.6 Manufacturing and measuring tolerances:
See Definitions – Technical ("General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

4.7 *Parc fermé*: Any competing vehicle, regardless of its place, may be impounded by the promoters at the conclusion of its race. In the case of any vehicle impounded, the cost of examination (if any) and replacement of gaskets etc shall be payable by the entrant, save as provided in NCR 210.

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

4.9 Accidents and scrutiny: Any body damage incurred during practice or racing may necessitate the vehicle being black-flagged and returning to the pits forthwith for examination by the scrutineers.

Following rectification (if any) and satisfactory examination by the scrutineers, such car may rejoin the race at the discretion of the Clerk of Course.

Vehicles withdrawn from practice or racing due to accident damage shall be returned to the scrutiny bay for examination by scrutineers. They shall not be released to entrants other than upon the authority of the Chief Scrutineer.

4.10 Vehicle eligibility: The Chief Scrutineer at the meeting, having noted an area of minor non-compliance, may complete a statement:

"In my view, the minor ineligibility noted in the log book of this car does not improve the performance to such an extent that the car should be excluded from this meeting, and thus it may compete in this condition for this meeting only."

All log books bearing any endorsement by scrutineers will be withheld until the conclusion of scrutiny (the vehicles in the meanwhile being eligible to practice unless the notation was to the effect that the car was rejected). At that time, all such log books will be placed before the Stewards who will advise whether they will permit the vehicle to race. Stewards will permit minor infringements subject to the endorsement noted above. If the Stewards have specifically approved the participation of a car notwithstanding a log book endorsement, then no protest or complaint on that ground by any other person shall be accepted in respect of that meeting.

Where a question of eligibility is raised during or after a competition and that matter would have been treated as a "minor ineligibility" if raised at scrutiny, the Stewards of the Meeting may treat the matter, post event, in the manner as determined above.

5. PRACTICE

5.1 Event schedule: The event timetable may be advised in Further Regulations.

5.2 Practice is compulsory:

(i) Unless specifically permitted by the Clerk of Course, all drivers and relief drivers shall complete at least three timed practice laps unless otherwise specified in Supplementary Regulations. Failure to do so may result in exclusion, at the discretion of the Clerk of Course.

(ii) When it is impossible for a driver to practice in the car in which he intends to race, he may be permitted, at the discretion of the Clerk of Course, to practice in a car of similar type. Lap times so recorded will not count for grid positions, nor any awards.

(iii) In the case of drivers who fail to appear for practice or do not practice, the following will apply:

(a) If the holder of a Level NC or International circuit racing licence, and the driver has raced 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 Course and stewards. If granted, such driver will start from the rear of the grid in each race in which the driver participates.

(b) If the holder of a Level PC circuit racing licence, the driver will not be permitted to race.

(iv) In the case of Championship events, only those vehicles which have practiced specifically for that event will be allowed to participate. In exceptional cases, and with the permission of the Clerk of the Course, vehicles which

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have practiced out of session may be allowed to start from the rear of the grid.

5.3 Grid positions: Unless otherwise specified in Supplementary Regulations, grid positions will be decided on lap times established in nominated qualifying sessions with the fastest driver being placed on pole position and the remainder in order of their qualifying times. If two or more drivers record equal lap times in qualifying sessions, the first driver to record the time will take precedence as regards to starting and for grid positions. The promoters, 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.

5.4 Qualifying: To race, all starters must practice or qualify within 130% of the pole position time, save for exceptional circumstances accepted as such by the Stewards of the Meeting. Such exceptional circumstances must be supported by evidence that the driver has previously achieved the required time at the subject circuit.

Supplementary or Sporting Regulations may require a lower lap time than 130% of the pole position time.

In events exclusively for historic vehicles, please refer to "Historic" in the CAMS Manual of Motor Sport, article 2.1.2 – Qualifying.

6. RACING

6.1 Starter's orders: Drivers and vehicles are considered to be under "Starter's Orders" if on the grid (or pit lane) from the moment the "1 MINUTE" signal is given until the start. Having come under Starter's Orders for that race, such drivers and vehicles will be considered to have started the race.

6.2 Delayed start: 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 will be shown at the start line. If the red light has been switched on, it must remain on.

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.

When the start procedure recommences, it shall be from not later than the "1 MINUTE" signal.

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

6.4 Start procedure and grid positions: The Supplementary Regulations for the event must specify whether a standing or rolling start shall be used. Unless the Supplementary Regulations of an event require otherwise, the starting procedure for all races shall be either (i) or (ii) as follows.

(i) **Standing start procedure**

Unless otherwise approved by CAMS and promulgated in Event Regulations, the procedure shall be Steps 1 and 3 as listed below for National Championships or Steps 2 and 3 for all other races.

Step 1. National Championship Warm Up

On the instructions of an official, cars will leave the marshalling area for one observation lap. At the end of this lap, each car will stop on the grid in its allocated place. Pit crew may then approach the cars for final preparation.

When three minutes remain before the warm-up lap a warning will be sounded and a 3-Minute board displayed by the starter.

When two minutes remain before the warm-up lap, a warning will be sounded and a 2-Minute board displayed by the Starter. The pit exit will be closed at this time. The grid will then be cleared of all personnel except for necessary crew members and officials.

When one minute remains before the warm-up lap, a warning will be sounded and a 1-Minute board displayed by the Starter. The grid will be cleared of all personnel and the cars' engines started. If a car does not start, or stalls, the driver shall raise one hand high. The car 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. When the 1-Minute signal is given, cars which are on or approaching the grid shall be considered to have come under Starters' orders.

Access to the grid will be closed at this time and cars not having reached the rear of the grid should be driven into pit lane from where they may start the race after all other cars have passed the Pit Exit as specified below, these cars also being considered to have come under Starter's orders.

When 30 seconds remain before the warm-up lap, a warning will be sounded and a 30-Second board will be displayed by the Starter. When the green flag is displayed by the Starter, all cars may then proceed on a warm-up lap led by the car on pole position.

During the warm-up lap cars will maintain their starting order with the pole position driver leading. Passing is only allowed in order to maintain formation.

When they return to the grid, each car must stop on its allocated grid position unless held at the rear of the grid by officials.

Drivers must not stop and do "burn outs" at anytime during the warm-up lap.

Step 2. All Other Races Warm Up

A 1-Minute board will be displayed by an official in the marshalling area and the cars' engines started. On the instructions of an official, cars will leave the marshalling area for a warm up lap. If a car does not start, or stalls, the driver shall raise one hand high. The car 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. When the one minute signal is given, all cars in the marshalling area and ready to start the warm-up lap shall be considered to have come under Starters' orders. Once cars have left the marshalling area the pit exit shall be closed; cars that require a push start may start the race from pit exit, as detailed below.

During the warm-up lap cars will maintain their starting order with the pole position driver leading.

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Passing is only allowed in order to maintain formation.

When they form up on the grid, each car must stop on its allocated grid position unless held at the rear of the grid by officials

Drivers must not stop and do "burn outs" at anytime during the warm-up lap.

Step 3. Starting the Race

Following the warm-up lap, when the starter is satisfied that all cars are correctly positioned he will indicate that there are approximately five seconds before the red light is switched on.

At any moment, but not less than three seconds and not more than five seconds after the red light is shown, the start of the race will be indicated by the extinguishing of the red light. A green light may be shown to indicate that the race has started.

If the lights are not functioning, the National Flag will then be used, being raised at the five-second mark, and dropped to indicate the start of the race.

Flashing yellow lights will indicate a delayed warm-up lap or aborted start, and the "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 2-Minute signal, and the race may be shortened by the Stewards for each aborted pre-race lap completed.

Any car which encounters a problem during the warm-up 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. The car 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 car 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.

Any car which is still on the grid after the starting signal has been given may be pushed, but only by officials. Any driver who is delayed leaving the grid may not overtake another moving vehicle if their vehicle was stationary after the remainder of the vehicles had left the grid, and must start the race from the rear of the field. If more then 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 warm-up lap.

Any driver not following this procedure may be penalised by a stop-go penalty as determined by the Clerk of Course, and/or by some other penalty as may be determined by the Stewards of the Meeting.

(ii) **Rolling start procedure**

The following procedure is to be followed in all instances where a rolling start is to be used, unless variations are approved by CAMS and specified in Regulations for a Meeting.

Where a Race Director has been appointed, he shall have overriding authority with regard to the Rolling start procedures.

On the instruction of an official, race vehicles will leave the marshalling area for one observation lap. At the end of this lap each vehicle will stop on the grid in its allocated place. Pit crews may then approach the vehicles for final preparation.

Three minutes before the warm-up lap, a warning will be sounded and a 3-Minute board displayed by the Starter.

When two minutes remain before the warm-up lap, a further warning will be sounded and a 2-Minute board displayed by the Starter. Pit Lane exit will close and any drivers who have qualified to start but who have not taken position on the grid may be permitted to start the race from the pit exit, as detailed below. The grid will then be cleared of all personnel except for necessary crew members and officials.

When one minute remains before the warm-up lap, a further warning will be sounded and a 1-Minute board displayed by the starter. Access to the grid will be closed at this time and any vehicles arriving after this time will be lined up at the rear. If more than one driver is affected they must line up in the order that they arrived at the grid. The grid will be cleared of all personnel and the vehicles' engines started. If a vehicle does not start or stalls, the driver shall raise one hand high. The vehicle may be push-started or removed by officials, or, if so directed by officials, by the pit crew, after the rest of the field has left the grid. When the 1-Minute signal is given, cars which are on or approaching the grid or are in pit lane ready to start the race shall be considered to have come under Starter's orders.

Any vehicle requiring external assistance at the start of the warm-up lap, as determined by the Clerk of Course, will start the race from the rear of the grid or from the Pit Exit.

When 30 seconds remain before the warm-up lap, a warning will be sounded and a 30-Second board will be displayed by the Starter. When the green flag is displayed by the Starter, all vehicles may then proceed on the warm-up lap, led by the official vehicle followed by the vehicle on pole position. During the warm-up lap, vehicles will maintain their starting order with the pole position driver leading, keeping the 2x2 warm-up formation as tight as possible. Passing is only permitted if a vehicle is delayed when leaving its grid position or a vehicle has obvious problems and a vehicle 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.

Any driver who is delayed leaving the grid may not overtake another moving vehicle if his vehicle was stationary after the remainder of the vehicles had left the grid, and must start the race from the rear of the field. If more then 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 warm-up lap.

The speed of the official vehicle will be around 80 km/h during the warm-up lap, and each vehicle in the field must maintain position within five car lengths of the car in front, Should this speed be different, drivers will be advised at the drivers briefing.

Drivers must not stop and do "burn outs" at any time during the warm-up lap.

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Any driver who is unable to start the warm-up lap must indicate this and, after the remainder of the vehicles have crossed the Starting Line on their warm-up lap, may be removed into the pit lane or to another safe position. Vehicles entering pit lane will be permitted to start from pit lane exit as detailed below.

Unless the Clerk of Course instructs otherwise, as the field approaches the end of the warm-up lap, the official vehicle will turn off its flashing lights, then enter pit lane. The field will proceed on, led by the vehicle on pole. Each vehicle must maintain its position until it crosses the start line. The lead vehicle and all others in the field must maintain a speed of between 75 and 85 km/h until the signal to start has been given. This speed may be measured by radar and any vehicle may be penalised if not maintaining a speed within the range specified. In such a case, the starter may abort the start and require the field to proceed on another lap.

If the Starter is satisfied that all vehicles are correctly positioned as the vehicles approach the start line at the end of the warm-up lap he will indicate the start of the race by waving the green flag to the field.

After the signal to start has been given, each driver must maintain his position in the grid and not deviate significantly to either side of the line of vehicles in front until his vehicle crosses the start line, unless a vehicle in front slows with an obvious problem. Any driver not complying with this requirement will be deemed out of position and may be penalised by way of a stop-go penalty.

If a problem arises when the vehicles reach the starting line at the end of the warm-up lap and before the official vehicle has withdrawn from the track, the green flag will not be displayed to the field, and the field behind the official vehicle will complete a second warm-up lap before completing the start procedure as above. If the official vehicle has withdrawn, the field led by the pole vehicle will complete a second warm-up lap at the same speed, prior to starting the race. Flashing yellow lights and/or waved yellow flags at all marshal posts will indicate a delayed or aborted start. The race will be shortened by one lap for by each extra warm-up lap completed.

Any driver not following this procedure may be penalised by a stop-go penalty as determined by the Clerk of Course and/or by some other penalty as may be determined by the Stewards of the Meeting.

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

6.6 Starting of motors on the grid: The starter motor, as fitted to the vehicle, shall be the only means of starting the engine at the commencement of a race save as permitted in regulation 6.4. Any vehicle, the engine of which is not running when the start signal is given, may be push started and will be subject to any penalties referred to in regulation 6.4.

A vehicle, the stalling of which has resulted in a delayed start, may be placed at the rear of the grid for any subsequent start/s of that race.

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

6.8 Windscreen: Should a windscreen be broken during the conduct of the race, the car must return to the pits then may continue subject to:

(i) all loose glass being removed;

(ii) the rear window being removed; and

(iii) the driver complying with NCR 141 in relation to goggles. Accordingly, goggles should be carried in the car.

6.9 Signalling: Up to three team members from each vehicle continuing in the competition will be permitted in the signalling area, unless the Supplementary Regulations specify otherwise.

6.10 Pit area: 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 vehicle leaves the pits.

No part of any air hose or rigs suspended above the pit lane may be less than 2m from the pit lane surface.

A speed limit of 60 km/h will apply in pit lane at all times. If this limit is exceeded, the Clerk of Course may apply a stop/go penalty and/or the driver may be referred to the Stewards of the Meeting.

6.11 Reserve containers: No reserve containers of any capacity of petrol, oil, or water (save that provided for the driver's refreshment only) may be carried in the car.

6.12 Pit stops: Unless specified otherwise in Supplementary Regulations, only six persons (plus one holding the vent bottle) are permitted to work on the car at any time whilst participating in any event.

The driver, if not assisting with repairs or replenishments, may remain seated (even during refuelling) at the wheel of the car. The driver, in such circumstances, will not be counted amongst the regulation number working on the car.

In the event of a change of drivers, assistance from the driver leaving the car in fastening seat belts and adjusting seat and/or mirrors will not be counted amongst the six persons working on the car on condition that only the functions mentioned are performed. Persons holding conversations with the driver are not counted amongst the six people permitted to work on the car.

The car may be removed from the pit apron, but nevertheless, only the regulation number of persons may work on it.

Notwithstanding the above, race organisers may impose a limitation on the number of people allowed to work on the car wherein the specified number will replace the number six wherever mentioned above. Such different number will be advised in Supplementary Regulations.

In the event of any car being delayed beyond the normal time taken for tyre change and refuelling, officials may, in the interest of safety, require the car to be removed from the pit apron.

The drivers of cars rejoining the race after a pit-stop must obey the directions of all officials concerned.

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During refuelling operations in races, the conditions of Schedule N (refer "General Requirements for Cars and Drivers") must be respected.

6.13 Race results, finishers, and awards: The winner of any race, unless otherwise specified in Supplementary Regulations, will be the car that crosses the finish line first (where cars start at the same time), or completes the prescribed distance in the shortest time (where cars start at different times), or covers the greatest distance in the time allowed (where cars 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 will be considered to have been finished at the time the prescribed distance was covered (or time elapsed); and

(iii) if the race is stopped by the use of a red flag and is declared a race (or part race), the results will be calculated from the time the leader crossed the finish line at the start of the lap before the lap on which the red flag was shown.

In all cases, the results shall show:

- the winner first;
- then the other vehicles classified as finishers in the order of the number of laps completed by each; for each group of vehicles completing the same number of laps, in order of the time taken to complete those laps;
- then the vehicles not classified as finishers in the order of the number of laps each completed before the race finished; and
- then those vehicles which were allocated a grid position in the race and which did not start.

Any time penalty to be added to the results shall be added to the time taken by the relevant vehicle to complete the race distance before the race results are compiled. It shall not affect the number of laps credited to that vehicle.

In races where Supplementary Regulations provide for penalty laps, such penalties shall be applied to the laps recorded by the relevant car before the race results are compiled.

To be classified as a finisher, a vehicle must have been credited with having completed at least 75% of the distance completed by the winner of the event and must have crossed the finish no later than three minutes (six minutes for circuits longer than 3km) after the winner has done so.

Prizes and awards shall be distributed amongst all competitors listed as finishers in the results in accordance with the regulations for the event.

(iv) When the event results are based on elapsed time, the chequered flag will be shown to the leader on the first time they cross the finish line after the prescribed time has elapsed, unless Regulations for the event specify otherwise.

6.14 Safety car: The Clerk of Course reserves the right to introduce the Safety Car at any time.

Where a Race Director is appointed to an event, the Race Director shall have over-riding authority in all respects of the Safety Car procedures.

The car will be marked "SAFETY CAR" in letters of similar dimensions to those of the race numbers, on the rear and sides. Alternatively, with the approval of the Clerk of Course an electronic sign may be attached to the roof to display the words "SAFETY CAR".

The car will have three flashing yellow lights on the roof each powered by a different electrical circuit. It will be driven by an experienced circuit driver. It will carry an approved observer capable of recognising all the competing cars and who is in permanent radio contact with race control.

Prior to the start of any race where it may be used, the Safety Car will take up position at the pit exit.

The Safety Car will be brought into operation to neutralise a race upon the decision of the Clerk of Course. It will normally be used if competitors or officials are in immediate physical danger but the circumstances are not such to necessitate stopping the race.

When the order is given to deploy the Safety Car during the race, each flag post will display a waved yellow flag and an "SC board" until the intervention is over."

When notified of the Safety Car intervention (by flag signals and SC boards), all competing cars will reduce speed and 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 at which time the competing car may do so and continue at reduced speed until it reaches the line of cars behind the Safety Car.

During the race, the Safety Car with its flashing lights on will start from the pit lane and will join the track regardless of where the race leader is.

The Safety Car will be used at least until the leader or other relevant car, is behind it and generally until all remaining cars are lined up behind it.

When ordered to do so by the Clerk of Course, the observer in the Safety Car will use a green light on the rear of the car (or other signal) to signal individual cars between it and the race leader (or other relevant car eg should the leader stop, the next car in the line will take that position, this car may not necessarily be the second place car) that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

All cars must maintain the same speed as the Safety Car whilst in convoy and the same speed as the car in front of it. All drivers should maintain a maximum distance of five car lengths from the car in front before the recommencement of racing.

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While the Safety Car is in operation, competing cars may stop at their pit, but may only rejoin the track when the pit exit is open. Pit exit will be open at all times except when the Safety Car and the line of cars following it are about to pass, or are passing the pit exit and also during the re-start. A car rejoining the track must proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.

When the Clerk of Course calls in the Safety Car, it will extinguish all the revolving lights and enter the pits at the end of that lap. As the Safety Car is entering the pits the yellow flags and "SC" boards at the flag posts will be withdrawn.

When the Safety Car has pulled off the circuit and the cars are approaching the Control (Timing) Line, a green light/green flag will be shown at the Control (Timing) Line to signal the restart. Each flag post will then show a green flag. The green flags will be withdrawn after one lap. No car may overtake or overlap another until it has crossed the Control (Timing) Line after the signal to restart has been given.

If, while the Safety Car is in service, the race is to be stopped after 75% of the race is completed, the Safety Car will take the chequered flag and all cars able to do so must follow it to a *parc fermé*.

Each lap conducted while the Safety Car is in service will be counted as a race lap.

If regulations for an event specify, the race distance may be extended by a maximum of five laps, or the relevant number of laps completed under Safety Car conditions, should there be less than five laps completed under safety car conditions provided this is specified in event regulations.

Starting the race behind the Safety Car

In exceptional circumstances (eg, 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 warm-up lap. If the Safety Car is not to be used for the start, at the 5-Minute signal for endurance races or the 2-Minute signal for sprint races, the Safety Car will complete one lap of the circuit and enter pit lane.

In this case, the Safety Car will be brought to the front of the grid and at any time before the one minute signal, its flashing yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights or green flag is shown, the Safety Car will leave the grid with all cars following in grid order, in single file and no more than five car lengths apart. As the field approaches the starting line at the end of this formation lap, and after the Safety Car has exited the track into pit lane, the starter will show a green flag to indicate the race has started. No car may overtake until it has crossed the starting line after the green flag has been displayed.

Overtaking, during the formation lap, is permitted if a car is delayed when leaving its grid position and cars 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.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the starting line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the black of the field in the order they left the grid.

Any driver not following these Safety Car procedures may be penalised by a stop-go penalty as determined by the Clerk of Course, and/or by some other penalty as may be determined by the Stewards of the Meeting.

6.15 Stopping the race:

(i) 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 Course shall order the red flag to be displayed simultaneously at all marshals' posts. When the signal is given, all vehicles shall immediately reduce speed in the knowledge that:

- results shall be the race order as at the start of the lap before the lap in which the red flag is shown;
- race and service vehicles may be on the track;
- the circuit may be totally blocked because of an accident;
- weather conditions may have made the circuit undriveable at racing speed; and
- the pit lane will be open.

(ii) 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

If the race can be restarted, (a) below will apply.

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

If the race can be restarted, (b) below will apply.

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

The vehicles will be sent directly to the *parc fermé* and the race will 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.

(a) **Case A**

- The original start shall be deemed null and void.
- The length of the restarted race will be the full original race length unless the Stewards of the Meeting approve a shorter length.
- The drivers who were eligible to take part in the race shall be eligible for the restart only in the vehicle in which they started the aborted race.
- After the signal to stop the race has been given, all vehicles able to do so will proceed slowly and directly to:

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– the pit lane; or
– (if the grid is clear) to their original grid positions; or
– (if the grid is not clear) to a position behind the last grid position as directed by the marshals.

- All vehicles may be worked on, save that refuelling is prohibited. If work is carried out on the grid, this must be done at the vehicle's original grid position and must not impede the new start.

(b) **Case B**

- 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 will be deemed null and void.
- The length of the restarted race will be two laps less than the original race distance, less the number of laps completed by the leader before the signal to stop was given, unless the Stewards of the Meeting approve otherwise.
- 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 is shown. The grid positions will not be closed up should any cars be unable to restart.
- Finishing positions will 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.
- Only vehicles which took part in the original start will be eligible and then only if they returned under their own power by an authorised route to either the pit lane, to a position behind the last grid position as directed by the marshals, or to the grid.
- Vehicles 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 vehicle's correct grid position and must not impede the restart.
- If a vehicle returns to the pits for refuelling, such refuelling may only commence after the restart, after which the vehicle may rejoin the race.

(iii) **In both Case A and Case B**

(a) Unless specified in Supplementary Regulations, the race will be restarted at the "2 MINUTE" signal, at which time the pit lane exit will close.

(b) Any vehicle which is unable to take its position on the grid before the "2 MINUTE" signal will be directed to the pits. It may start from the pit exit as specified in the start procedure.

7. CODE OF DRIVING CONDUCT

In addition to any other penalties applied to a driver committing an infringement against the Code of Driving Conduct in the Race Meeting Standing Regulations, the driver may be black-flagged and brought in to the pits where he will be asked to explain his actions to the Clerk of Course. In this circumstance during qualifying sessions, times established by the driver concerned in the laps preceding the infringement and up until he reports to the Clerk of Course may be deleted from the results of that session. If a second infringement is committed, the driver may be black-flagged again, and excluded from the session or race. The above action may be taken for any infringement on the track, and in particular when drivers cut corners, shorten the course, or drive over the back of kerbs, and may be in addition to any other penalties applied.

Definition of Track

The track, for the purpose of judging compliance with the Code of Driving Conduct, shall be taken to mean that part of the track defined by the outer edge of a white line along each side of the track. Kerbs shall be considered a part of the track, with the outer edge of the kerb being considered the outer edge of the track.

For the pit lane, the pit entry road, and the pit exit road – the track is defined by the outer edge of the lines marking the lanes or the roads as appropriate.

7.1 Overtaking:

(i) During a race, a vehicle alone on the track may use the full width of the said track. However, as soon as it is caught up on a straight by a vehicle which is either temporarily or consistently faster, the driver shall give the other vehicle the right of way by pulling over to one side in order to allow for passing on the other side.

(ii) If the driver who has been caught does not seem to be making full use of his rear view mirror, the flag marshal/s will give a warning by waving a blue flag to indicate that another driver wants to overtake. Any driver who does not take notice of the blue flag may be penalised by the Stewards of the Meeting. Systematic or repeated offences may result in exclusion of the offender from the race.

(iii) Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left.

However, manoeuvres liable to hinder other drivers such as premature changes of direction, more than one change of direction, deliberate crowding of vehicles towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalised according to the importance and repetition of the offences, by penalties ranging from a fine to exclusion from the race. The repetition of dangerous driving, even involuntary, may result in exclusion from the race.

(iv) Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several vehicles as well as a fan-shaped arrangement, is authorised only if there is not another vehicle trying to overtake. Otherwise, the blue flag will be waved.

(v) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track

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and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalties shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

(vi) The repetition of serious mistakes or the appearance of a lack of control over the vehicle (such as leaving the track) may entail the exclusion of the driver concerned.

(vii) The track alone shall be used by the drivers during the race.

7.2 Stopping of a vehicle during a race:

(i) The driver of any vehicle exiting the track shall signal his intention in good time and is responsible for ensuring that the manoeuvre is carried out safely.

(ii) Should a driver be compelled to stop the vehicle, either involuntarily or for another reason, the vehicle shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent normal running of the race. If the driver is not able to move the vehicle out of a potentially dangerous position, it is the duty of the marshals or other officials to help, provided they can do so without prejudice to their other duties. In that case, if the driver succeeds in restarting the vehicle without any external help, and re-joins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the vehicle to a safer position, the driver shall not be excluded from the race.

(iii) Any repairs carried out on the track may only be carried out by the driver alone by means of the tools and spare parts carried aboard the vehicle.

(iv) Any replenishment carried out on the track itself is prohibited and will entail immediate exclusion.

(v) Apart from the driver and in exceptional cases the competent officials, nobody is allowed to touch a stopped vehicle under penalty of its exclusion from the race.

(vi) Pushing a vehicle along the track or pushing it across the finish line is not allowed, and will incur immediate exclusion.

(vii) Any vehicle abandoned on the circuit, even temporarily, by its driver, whatever the reason or the duration, shall be considered as withdrawn from the race.

7.3 Entrance to the pits:

(i) The so-called "deceleration zone" is part of the pit area.

(ii) During the practice sessions and races, vehicle access to the pits is only permitted through the deceleration zone. The penalty for breach of this rule may be exclusion from the session or race.

(iii) Any driver intending to leave the track or to enter the pits or paddock area shall signal this intention in good time and must make sure that it is safe to do so.

(iv) Except in the case of force majeure (accepted as such by the Stewards of the Meeting), the crossing in any direction of the line separating the deceleration zone from the track is prohibited.

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

8. PENALTIES

8.1 Notwithstanding the provisions of NCR 185 (Imposition of Penalties), breach of any regulation detailed herein may, at the discretion of the Clerk of Course, involve the imposition of a one-minute penalty to be added to the race time for each and every breach without prejudice to further penalty as provided hereinafter.

When occurring during racing, any breach may involve the car being recalled to the pits (black flagged) for rectification or warning by the Clerk of Course. In long distance races and in cases of repeated breaches of these rules, if the team manager has sufficient grounds for disagreement with such decision, the car may continue, pending if necessary a hearing before the Stewards of the Meeting, providing that safety is not thereby prejudiced.

NOTES:

1. Should the offending driver of the car be driving at the time, it may be necessary for the co-driver to replace him whilst the matter is being considered.
2. Fraudulent, frivolous, or insufficient reason for disagreement shall be deemed a breach of this regulation, and may result in charges being laid.
3. Nothing in the foregoing shall be deemed to affect the powers and/or authority of the Stewards of the Meeting, the actions and decisions of the Clerk of Course being without prejudice to any further penalty that may be imposed by the Stewards of the Meeting.

8.2 Notification of time penalties:

(i) Time penalties imposed as a result of Judge of Fact decisions, eg false start, shall be:

(a) notified in writing as soon as practical to the competitor's pit; and

(b) notified to the whole of the field by the display at the control line of a sign "1 MINUTE PENALTY", together with the competitor's number.

(ii) Other time penalties authorised in Regulations shall be advised in writing to the competitor's Team Manager.

(iii) Failure to give the notification referred to herein, although in itself a breach of these regulations, shall nevertheless not expunge such time penalty.

8.3 Pit Lane penalties: Where the NCR, any appendices thereto, or the Supplementary Regulations governing a specific event or meeting provide for a penalty expressed as time for an infringement thereof, the Clerk of Course may, at his sole discretion, call such offending driver into the pits by use of the black flag, and keep

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that car and driver in the pits for such period that he believes appropriate; and in such a case, no further time penalty will be applied to that driver for that infringement.

9. GENERAL

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

9.2 Alcoholic liquor: The consumption of alcoholic liquor by drivers, pit crew, and/or officials before the end of the competition on the day is forbidden. The consumption of alcoholic liquor within the pit or paddock area is prohibited at all times prior to the conclusion of the meeting.

9.3 Protests: Protests may be lodged only in accordance with Part XII of the NCR.

9.4 Compliance: Entrants are reminded that failure by them, or any of their drivers or pit crew to comply with any of the requirements of the NCR, these Standing Regulations, the Supplementary Regulations, and/or Further Regulations may result in:

(i) (if occurring during racing) the competing car being black-flagged and action taken under Regulation 8.1 hereof; or

(ii) (at other times) such action as provided for in NCR 183 (refer NCR 144).

9.5 Prohibited areas: Only such persons and vehicles as may be, in the opinion of the promoters, necessary or essential for the conduct of the meeting shall be permitted inside the safety fenced area. Access to such area by any 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.

After the showing of the green flag at the start of the warm-up lap, no-one is allowed on the track except the marshals in the execution of their duties, the driver when driving or under the direction of the marshals, or other persons under the direction of the marshals, until the track is opened after the end of the race.

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

9.7 Prize money: Unless specifically approved by CAMS in the Supplementary Regulations, not more than 50% of the total value of all prizes and awards in races may be conditional.

Conditional awards may be based only on the following possibilities:

- characteristics of the driver (eg novice, provisional licence holder etc);
- display of advertising material;
- use of goods or services.

9.8 Noise: Stewards must ensure that organisers have the necessary noise measuring devices in place, and that they are in operation throughout the entirety of race meetings.

In order to assist competitors, after each practice and qualifying session, drivers of cars which record sound levels of between 93 and 95dB(A) must be so advised by the promoters.

Vehicles which record 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 promoters are satisfied that the problem has been rectified.

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

9.9 Timing Equipment: The following requirements should be taken as a guide to the minimum standards of equipment required. The standard may be varied, but only with specific approval of CAMS may the standards be lowered for any competition.

(i) **Club and Multi-club level:** must register times to a minimum of 1/10 second
– by manual, semi-automatic or automatic activation.

(ii) **State and National level:** must register times to a minimum accuracy of 1/100 second
– by manual, semi-automatic or automatic activation.

(iii) **State Championship, National and National Championship levels:** must register times at least to 1/100 second
– by computer with manual, semi-automatic or automatic operation.

All categories will be required to use the fully automatic Dorian DATA-1 system or similar, in which case the accuracy will be at least 1/1000 second.

(iv) **International level:** must register times to 1/1000 second by automatically operated computer, unless the international rules of the competition prescribe otherwise.

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