NATIONAL COMPETITION RULES (NCR)

The National Competition Rules (NCR) are those specifically numbered in this section of this Manual and are recognised as the main body of law. They are supplemented by other items in the Manual, generally known as Appendices to the NCR, which can be found in the Online CAMS Manual of Motor Sport, *www.camsmanual.com.au*.

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Part I – General Principles

1. INTERNATIONAL CONTROL OF AUTOMOBILE COMPETITIONS

The Fédération Internationale de l'Automobile, hereafter termed the FIA, is the sole international sporting authority entitled to make and enforce regulations for the encouragement and control of automobile competitions and records and to organise FIA International Championships, and shall be the final international court of appeal for the settlement of disputes arising therefrom; it being acknowledged that the Fédération Internationale Motocycliste shall exercise the same powers insofar as vehicles with one, two and three wheels are concerned.

For matters relating to Karting, the FIA may on an annual basis delegate its international sporting power to any recognised body, the role of which is to supervise international Karting activities of a sporting nature in strict accordance with this International Sporting Code and the FIA regulations.

2. INTERNATIONAL SPORTING CODE

So that the above powers may be exercised in a fair and equitable manner, the FIA has drawn up the present International Sporting Code ("ISC"). The purpose of the ISC and its appendices is to encourage and facilitate international motor sport. It will never be enforced so as to prevent or impede a competition or the participation of a competitor, save where the FIA concludes that this is necessary for the safe, fair or orderly conduct of motor sport.

(i) that each National Club (ASN – see Definitions) belonging to the FIA shall be presumed to accept and be bound by the ISC;

(ii) subject to such acceptance, such ASN shall be recognised by the FIA as the sole body having power to control automobile competitions in its own country, Dominions, Dependencies, Protectorates and Colonies in conformity with the ISC; provided that if any Dominion, Dependency, Protectorate or Colony is represented directly on the FIA, the control of motor sport within that territory shall be exercised by the National Club of such territory;

(iii) an ASN shall have the right to delegate the whole or part of the powers granted by the ISN to one or more clubs in its country, provided the consent of the FIA is first obtained, and to revoke such delegation if it notifies the FIA;

(iv) an ASN may draw up its own National Competition Rules, which will compulsorily be sent to the FIA. Such NCR must be within the parameters of the ISC. Pending approval by the FIA the Rules may be provisionally enforced forthwith.

3. NATIONAL CONTROL OF COMPETITIONS

CAMS, having been delegated power to control the sport in Australia by the FIA, and having acquiesced in and declared itself to be bound by the Statutes of the FIA and the ISC, now therefore declares its sole right, as a National Sporting Authority (ASN), to control automobile competitions in accordance with the ISC throughout the Commonwealth of Australia, its Protectorates and Dependencies, such territories being hereafter collectively referred to as the "territory of CAMS".

4. NATIONAL COMPETITION RULES

That the above powers may be exercised in a fair and equitable manner, CAMS has drawn up these Rules, to be known as "The National Competition Rules", and hereinafter referred to as "these Rules" or "NCR", which are in conformity with the ISC.

A preamble to any NCR, its appendices, sections, schedules, codes, regulations or CAMS-approved category regulations shall have the same force as an NCR.

It should be noted that the texts of the V8 Supercars Australia Pty Ltd Operations Manual (which contractually must comply with the present ISC) contain certain modifications to the NCR which are applicable solely to V8 Supercar competition. Since these modifications are not included in the NCR, it is specified that it is the current V8 Supercars Australia Pty Ltd Operations Manual which is the authority text should there be differences between it and the present NCR.

5. APPLICATION OF THESE RULES

The NCR shall govern all automobile competitions organised under the authority of CAMS.

5A. OBJECT OF THESE RULES

(i) The object of the NCR is to ensure that the conduct and promotion of motor sport in Australia is carried on in a manner which secures and enhances the safety of spectators, officials and competitors and which encourages the sport to be competitive and fair.

(ii) To give effect to that object, the NCR are not to be administered or implemented for the purpose of:

(a) eliminating or substantially damaging a person who is a competitor of CAMS in a market in the event that CAMS is competing in a market at any relevant time;

(b) preventing the entry of a person into a market; or

(c) deterring or preventing a person from engaging in competitive conduct in a market

providing always that the NCR shall not operate to prevent the imposition of an appropriate sanction or penalty for a contravention of any existing provision of the FIA Statutes, ISC or Regulations or CAMS' NCR for conduct arising hereafter, or for any amendment to any of those Rules provided the amendment is for the purpose of giving effect to the object in paragraph (i) above.

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Part II – Nomenclature, Definitions and Abbreviations

6. DEFINITIONS – GENERAL

(i) The following nomenclature, definitions and abbreviations shall be adopted in the NCR and the Schedules and Appendices thereto, in all Supplementary Regulations and for general use.

ACN National Automobile Club. There is one per country, which embraces the whole of the national territory and covers road traffic, touring, motor sport and the interests and safety of participants. Its sporting authority must be authorised by the FIA.

AKA Australian Karting Association Inc., to which CAMS has delegated control of all Sprintkart competition.

AMSAC The Australian Motor Sport Appeal Court: the final motor sport appeal tribunal for Australian nationals .

ANDRA The Australian National Drag Racing Association Inc., the association of clubs for drag-racing activities in Australia, to the Executive Committee of which CAMS has delegated control of all drag racing competition.

ASN National Sporting Authority *(Autorité Sportif Nationale).* A national automobile club or other national body recognised by the FIA as sole holder of sporting power in a country.

CAMS The Confederation of Australian Motor Sport Ltd, the Board of the Confederation of Australian Motor Sport Ltd and any other person, commission, committee or body within the Confederation of Australian Motor Sport Ltd which holds an authorised delegation of power from the Board of the Confederation of Australian Motor Sport Ltd. CAMS is the ASN for Australia and its territories.

CIK-FIA *(Commission Internationale de Karting)* The organisation granted the power by the FIA to manage international matters concerning the sport of karting.

COMPETITION A competition is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results.

COURT OF THE FIRST INSTANCE A judicial body which conducts an initial hearing and whose deliberations are not dependent on any earlier hearing of the same matter.

EVENT An Event may include one or more competitions, which may comprise practice and qualifying sessions, heat/s and a final or may be divided in some similar manner, but must be completed by the end of the meeting.

An event is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutiny and shall include practice and the competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the later:

- time limit for protests or appeals or the end of any hearings; or
- end of administrative checking and post-event scrutiny carried out in accordance with the NCR.

For any event, national or international, open to the FIA formulae and categories or groups such as defined in the present ISC and its Appendices, each automobile participating in the event must comply in all respects with the FIA technical regulations and with any official clarifications and interpretations of these regulations provided by the FIA. CAMS may not modify these FIA technical regulations without specific written permission from the FIA.

FIA *Federation Internationale de l'Automobile*

FIM *Federation Internationale Motorcycliste*

force majeure Circumstances over which the organisers, competitors or drivers have no control and which involve the impracticality of the competition continuing.

ISC International Sporting Code of the FIA.

MANUAL CAMS Manual of Motor Sport, the Official Year Book of the Confederation of Australian Motor Sport Ltd.

MEETING An assembly of competitors and officials including one or more competitions or several record attempts.

NASR The National Association of Speedway Racing Pty Ltd, to which CAMS has delegated control of all speedway racing.

NCR National Competition Rule/s

NRC National Rally Code

parc fermé An area secured by the organisers for the purpose of isolating automobiles. Each *parc fermé* shall be of sufficient size to accommodate all automobiles which are to be isolated. It shall be clearly delineated and controlled by officials appointed for that purpose so that only authorised persons can gain access. No repairs, replenishments, servicing or other work may be carried out on any competing automobile within *parc fermé* unless explicitly provided for and then only under the supervision of the officials.

SCDC **A Sport and Club Development Council of CAMS**

ultra vires Going beyond the legal power of an official or tribunal.

(ii) In these NCR, the Appendices thereto, Supplementary Regulations, and in general use, unless the context otherwise requires:

(a) words importing the singular include the plural and vice versa;

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(b) words importing any gender include the other genders;
(c) references to a person include corporations and bodies politic;
(d) references to a person include the legal personal representatives, successors and permitted assigns of that person;
(e) a reference to a function includes a reference to a power, authority and duty; and
(f) a reference to the exercise of a function includes where the function is a power, authority or duty, a reference to the exercise of the power or authority or the performance of the duty.

7. CLUB

(i) **CAMS:** the national automobile club recognised by the FIA.

(ii) **Affiliated club:** a body engaged in motoring activities and affiliated by CAMS as a club. To become affiliated, a club shall be required to comply with the requirements of CAMS as stated from time to time. CAMS reserves the right to grant, defer or refuse affiliation without stating any reason. Clubs shall be classified in one of the following two categories:

(a) **Voting club:** an affiliated club which, at the discretion of CAMS, has voting powers on the relevant **Sport and Club Development Council** of CAMS. In the event of membership of such a club, as shown in the annual declaration of membership, falling below 40 for two consecutive years, such club shall be reduced to non-voting status until such time as it again reaches 40, in any one year, in which case it shall forthwith be re-classified.

(b) **Non-voting club:** an affiliated club which has the right to be represented and to debate at CAMS **Sport and Club Development Council** meetings, but has no voting power.

8. ASSOCIATED BODY

An association, federation, club or group of clubs which does not organise motor sporting events and whose members are generally members of CAMS, and which organisation has an affinity with CAMS. Membership of such an organisation shall not bestow upon members membership of CAMS.

9. RECOGNISED BODY

An association, federation or other group of clubs etc, engaged in motoring activities and/or which has an integral role in the conduct of motor sport and to which CAMS may assign control of a part of motor sport.

10. *Deleted 2007*

11. MEMBERS OF CAMS

The following persons and clubs shall be deemed to be members of CAMS for the periods stated and shall be required to pay to CAMS such fee for this membership as may be decided by CAMS from time to time:

(i) (a) **Category A Member:** A financial member of an affiliated club, whether an individual or an organisation. A Category A Member (unless also a current Category E Member) is not entitled to notice of General Meetings nor to attend or vote or debate at General Meetings.

(b) **Category B Member:** A Club which is affiliated with CAMS by the decision of a **Sport and Club Development Council** and which may be represented at **Sport and Club Development Council** meetings by a nominee nominated from time to time in writing by that Club. CAMS shall be entitled to rely on such nomination as being conclusive of that nominee's standing. The nominee shall have the right to be present, debate, move and second motions and vote at **Sport and Club Development Council** meetings only. A Category B Member (or his nominee) is not entitled to notice of General Meetings or to attend or vote or debate at General Meetings.

(c) **Category C Member:** A Club which is affiliated with CAMS by the decision of a **Sport and Club Development Council** and which may be represented at **Sport and Club Development Council** meetings by a nominee nominated from time to time in writing by that Club. CAMS shall be entitled to rely on such nomination as being conclusive of that nominee's standing. The nominee shall have the right to be present, debate and move and second motions at **Sport and Club Development Council** meetings only, but shall have no voting rights. A Category C Member (or his nominee) is not entitled to notice of General Meetings or to attend or vote or debate at the General Meetings.

(d) **Category D Member:** Each person determined from time to time by the Board to be a Life Member, Member of Honour or the holder of the Award of Merit. A Category D Member (unless he is also a current Category E Member) is not entitled to notice of General Meetings or to attend or debate or vote at General Meetings.

(e) **Category E Member:** Each Director (other than the President). A Category E Member has the right to notice of General Meetings and to be present, debate, move and second motions and vote at General Meetings.

Provided, however, that a person under a sentence of suspension or disqualification shall not be entitled to be a member of CAMS during the period of such suspension or disqualification. Fees previously paid by or in respect of such person shall not be refundable by CAMS in the event of such suspension or disqualification.

12. LAND VEHICLE, AUTOMOBILE, SPECIAL VEHICLE, GROUND EFFECT VEHICLE

(i) **Land Vehicle** (includes car, vehicle, truck, superkart, buggy and utility/ute): A vehicle propelled by its own means in constant contact with the ground either directly by mechanical means or indirectly by ground effect, the motive power and steering system of which are constantly and entirely controlled by a driver on board the vehicle.

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(ii) **Automobile:** A land vehicle propelled by its own means, running on at least four wheels not aligned, which are designed to be in contact with the ground. The steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

(iii) **Special Vehicle:** A land vehicle on at least four wheels which is propelled otherwise than through its wheels.

(iv) **Ground Effect Vehicle:** A land vehicle whose bearing on the ground is maintained by means of a pressurised air cushion.

13. CYLINDER CAPACITY

(i) **Nominal Cylinder Capacity**

(a) **Reciprocating engine (spark ignition and compression ignition):** The volume generated in the cylinder/s by the stroke of the piston/s. This volume is expressed in cubic centimetres and for all calculations relating to cylinder capacity the value of the symbol π shall be 3.1416.

(b) **Rotary Combustion (Wankel-type ~~patent~~) engine: ~~1.5~~ The nominal engine capacity will be calculated by the following formula: 1.8** times the volume determined by subtracting the minimum capacity of the working chamber/s from its/their maximum capacity unless otherwise specified in Group technical regulations.

(ii) **Supercharger:** A mechanical device capable of producing positive (above atmospheric) pressure in the induction system, ie, any device which effects a measurable increase in the BMEP.

An air duct which delivers air to the engine intake is not considered to be a supercharger.

(iii) **Effective Cylinder Capacity (Spark Ignition Engine):** Unless specifically noted otherwise, where the spark ignition engine of an automobile includes a supercharger, the nominal cylinder capacity shall be multiplied by a factor of 1.7 and the automobile shall be classified for all purposes by the effective cylinder capacity thus obtained.

(iv) **Effective Cylinder Capacity (Compression Ignition Engine):** Unless specifically noted otherwise, where the compression ignition engine of an automobile includes a supercharger, the nominal cylinder capacity shall be multiplied by a factor of 1.5 and the automobile shall be classified for all purposes by the effective cylinder capacity thus obtained.

14. CLASSIFICATION

Grouping of automobiles according to their engine cylinder capacity or by any other means of distinction.

15. COMPETITION

(i) A competition shall be of one of the following kinds:

(a) **International:** competition which is open to competitors and/or drivers holding an FIA international licence;

(b) **National:** a competition which:

- has been entered on a CAMS calendar;
- is open only to the holders of the relevant licence issued by or acceptable to CAMS;
- may be a CAMS Series or Championship or a round thereof or any other competition requiring a licence above the minimum requirement to compete in a Club competition;

NOTE: *For the purposes of classifying events, including the setting of Permit Fees and the licensing of competitors and officials, the subdivisions within 'National' competitions shall be the same as applied in 2007/2008, and as are set out in Appendix R* (www.cams.com.au/go/2009fees), *viz:*

- *National*
- *National Other*
- *State*
- *Historic*

or

(c) **Club:** a competition open only to the members of the organising club or of any explicitly named invited club and who hold the relevant CAMS licence. A Club competition may not be nor form part of any CAMS Series or Championship.

NOTE: *For the purposes of classifying events, including the setting of Permit Fees and the licensing of competitors and officials, the subdivisions within 'Club' competitions shall be the same as applied in 2007/2008 and as are set out in Appendix R* (www.cams.com.au/go/2009fees), *viz:*

- *Multi-Club*
- *Club*

(ii) **Restricted Competition:** Any competition may be restricted by the requirement that in order to participate drivers, competitors or automobiles be required to comply with specified particular qualifications.

(iii) CAMS may, in special circumstances, vary the applicable status level of a competition up or down from what would generally be expected from the specifications above. This may be for the application of permit conditions or fees, for the application of safety conditions, or for some other reason considered appropriate.

(iv) A meeting made up of a number of competitions will normally take its status level from the highest status competition at the meeting. Competitions within the meeting may have lower status levels applied to them for the purpose of licences, conditions or application of other regulations.

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16. RALLY

A road event with an imposed average speed, which is run entirely or partly on roads open to normal traffic. A "rally" consists either of a single itinerary which must be followed by all automobiles, or of several itineraries converging on a same rallying-point fixed beforehand, possibly followed by a common itinerary.

The route may include one or several special stages, ie events organised on roads closed to normal traffic, and which together determine the general classification of the rally. The itineraries which are not used for special stages are called road sections. Speed must never constitute a factor determining the classification on these road sections.

17. OBSERVED SECTION TRIAL

(i) A competition comprising a number of specified sections, each of no more than 200 metres, and over difficult terrain (eg, of wet, muddy, rough, tortuous and/or steep nature). Such sections shall be designated or shown adequately to the participating crews in advance and shall be marked by signs or flags and, if necessary, guide lines.

(ii) The competition shall be untimed and shall be determined solely by the ability of each competing automobile to maintain forward movement within the confines of the designated course.

18. MOTORKHANA

A competition designed to test the acceleration, braking and general manoeuvrability of the automobiles and the skill and judgement of the crew members. A motorkhana may be conducted on a sealed or an unsealed surface and shall not be, nor include, a speed event. No straight section of any test may exceed 60 metres in length without a turn of at least 90 degrees. Only one automobile is allowed on each test at any one time. The term motorkhana shall include the terms autokhana, gymkhana and the like.

18A. KHANACROSS

A competition conducted on predominantly unsealed surfaces and involving a series of timed tests of various layouts. Khanacross is not, and may not include, a speed event. No straight section of the course may exceed 100 metres in length without a turn of at least 90°. Each test shall be designed to test the acceleration, braking and general manoeuvrability of the vehicle and the skill and judgement of the driver. The course for each test shall be marked by the appropriate use of arrows and/or direction markers. Up to two competing cars may be permitted on each test at the same time, subject to prior approval by the ~~State Manager~~ **CAMS CEO or his nominee**. No passenger may be carried in any vehicle during competition.

18B. DRIFTING

A competition conducted on a sealed surface wherein the object is to produce as much yaw rate as possible from the automobile whilst demonstrating the driver's ability to control the direction and speed of the automobile around a pre-determined course. Drifting shall not be, nor include, a speed event.

19. TOURING ASSEMBLY

A competition organised with the sole object of assembling participants at a point settled beforehand. In a Touring Assembly a prescribed route may have to be followed, and each participant may have to report at prearranged points, but no intermediate limits of speed between start and final assembly may be laid down. The program of a Touring Assembly may include additional events (other than speed). No prize money or prizes of monetary value (other than trophies) may be allocated in respect of a Touring Assembly, and the award of, or offer to award, any such prize money or prizes of monetary value other than trophies, certificates etc, is not permitted.

19A. TOURING ROAD EVENT

A competition which consists of a series of road, transport and/or navigation sections whose itinerary and regulations are designed so that all relevant road laws can be complied with by each competitor, together with at least one special test.

Special tests may include:

- speed tests/events;
- closed road tests; and
- skill tests (eg, motorkhana, navigation, khanacross, auto-test, average speed)

Other forms of tests may be carried out in conjunction with the road sections; eg, economy tests, observation tests, regularity tests.

(**Note:** at least one special test must be included in the itinerary, otherwise the event is either a rally or a touring assembly and must comply with the regulations for those events.)

20. *Deleted 2007*

20A. PARADE

A parade is a display of a group of automobiles at a moderate speed and must be approved by CAMS. The following conditions must be observed:

(i) an official car shall lead the parade and another shall close it;

(ii) each of these official cars shall be driven by an experienced driver who shall be under the control of the Clerk of the Course;

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(iii) overtaking is strictly forbidden;
(iv) timing is forbidden; and
(v) the parade must be included in the Supplementary Regulations.

20B. DEMONSTRATION

A demonstration is a display of an automobile's performance and must be approved by CAMS. The following conditions apply:

(i) demonstrations may be controlled by an "Official Car" driven ahead of the field by an experienced driver who shall be under the control of the Clerk of the Course;
(ii) all normal services required for the relevant competition must be provided;
(iii) each driver/co-driver/navigator must wear safety apparel as required for the relevant competition;
(iv) each automobile must pass scrutiny for safety;
(v) only a driver, co-driver or navigator may occupy the automobile;
(vi) overtaking is strictly forbidden unless under the instructions of marshals showing blue flags;
(vii) timing is forbidden; and
(viii) the demonstration must be included in the Supplementary Regulations.

20C. REGULARITY TRIAL

A competition in which each competitor nominates his target time beforehand and in which the results are determined on the basis of variation from this time. A regularity trial shall not be, or include, a speed event.

20D. CHAMPIONSHIP, CUP, TROPHY, CHALLENGE or SERIES

A Championship, Cup, Trophy, Challenge or Series may comprise a single event or a number of events with common regulations, subject to the approval of CAMS.

20E. COMMERCIAL NAMING RIGHTS

The right to associate the name of a commercial company, organisation or brand with a CAMS Championship, Cup, Trophy, Challenge, or Series is subject to the prior approval of CAMS.

21. CERTIFIED TRIAL

A performance achieved under the supervision of officials appointed by CAMS in accordance with the regulations for Certified Trials as approved by CAMS.

22. SPEED EVENT

A competition other than a race in which automobiles are timed individually along a defined course greater than 200m in length and which is determined solely on the basis of the time recorded including any penalties incurred. The term "speed event" shall include attempts at records, Hillclimbs, Rallycross, Sprints, Supersprints, Autocross and speed or acceleration tests by whatever name.

23. RACE

(i) **Circuit Race:** a competition held on a closed circuit between two or more automobiles, running at the same time on the same course, in which the result is determined either by the order in which the automobiles cross the finish line after completing the specified number of laps, or by the distance covered in the specified time.
(ii) **Drag Race:** a competition between two automobiles racing from a standing start over a straight precisely measured course in which the first automobile to cross the finish line (without penalty) achieves the better performance.

24. AUTOCROSS

A speed event conducted on an unsealed licensed course which must not exceed 2km in length.

24A. HILLCLIMB

A speed event in which each automobile takes the start individually to cover the same course ending with a finish line situated, unless CAMS approves otherwise, at a greater altitude than the start line.

25. OFF ROAD EVENT

A competition conducted on a course over a variety of terrains and which may be defined as "short course" (up to 15km) or "long course" (15km or greater).

26. RALLYCROSS

A speed event conducted on a combination of sealed and unsealed surfaces as part of a permanent circuit. Each competing automobile shall be separately timed, the winner being determined by the lowest individual time recorded in one event or the lowest aggregate time over a pre-determined number of heats.

26A. OTHER COMPETITION

As specifically approved by CAMS.

27. PROMOTER AND/OR ORGANISER

Except where the promoter is also the organiser, the promoter of an event shall be a person or body with responsibility for financial and commercial matters only. A promoter who is not also the organiser shall not

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intervene during a meeting in respect of matters covered by the NCR.

The organiser is the person or body having responsibility for the organisation of a meeting including but not limited to technical and sporting matters in accordance with the NCR.

28. ORGANISING PERMIT

A document issued by CAMS authorising the organisation of a competition under the NCR.

29. ORGANISING COMMITTEE

The organiser shall appoint an Organising Committee which shall consist of at least three persons invested with all necessary powers for the organisation of the meeting and the enforcement of Supplementary Regulations save that for club meetings, the Organising Committee may consist of fewer persons.

30. SUPPLEMENTARY REGULATIONS

A compulsory official document approved by CAMS and issued by the organiser of a sporting competition with the object of specifying the details of the competition.

31. PROGRAM

An official document prepared by the organiser of a meeting which includes details of the competition.

A program is obligatory for National events and above.

32. COURSE

The route to be followed by an automobile in a competition.

33. TRACK

A permanent or temporary course used for competitions or record attempts.

34. SPEEDWAY

A permanent circuit, with not more than four corners, all of which turn in the same direction.

35. METRIC CONVERSION

(i) For all conversions of imperial to metric measurements and vice versa, the mile shall be taken as 1.609344 kilometres, and the kilometre shall be taken as 0.62137 miles.

(ii) (a) in cases where exact measurement is not vital (eg, length of tracks other than for records etc), distances may be measured to the nearest whole metre;

(b) in cases of attempts at records, the measurements shall be as specified by CAMS; and

(c) in cases where a close to exact measurement is required, it shall be necessary to record measurements to within 0.025mm (eg, measurements of bore, stroke etc).

36. RECORD

The best result obtained in particular conditions prescribed by the regulations.

(i) **Local Record:** a record established on a permanent or temporary track approved by CAMS whatever the nationality of the competitor.

(ii) **National Record:** a record established in conformity with the NCR within the territory of CAMS, or within the territory of another ASN with the prior authorisation of the latter. A national record shall be a class record or an absolute record.

(iii) **International Class Record:** the best performance accomplished under the ISC in a determined class or group.

(iv) **World Record:** a record recognised by the FIA as the best performance achieved by an automobile irrespective of category, class, group or any other means of subdivision.

37. HOLDER OF RECORD

If the record is one established in the course of an individual attempt, the holder is the competitor to whom permission to make the attempt was granted and who made formal application for such permission.

If the record is one established in the course of a meeting, the holder is the competitor in whose name the record-breaking automobile was entered.

38. THE START

The start is the moment when permission to start is given to a driver or to several drivers starting together.

39. CONTROL LINE

A line at the crossing of which by an automobile, timing or other performance criteria are determined.

40. STARTING LINE

The first control line of a competition course.

41. FINISHING LINE

The final control line of a competition course.

42. HANDICAP

The method laid down in the Supplementary Regulations with the object of equalising the results of a competition.

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43. COMPETITOR (previously referred to as "Entrant")

A person or body who holds a competitor's licence acceptable to CAMS and who has entered a competition.

43A. AUTHORITY TO COMPETE

Where the owner of the automobile entered in an event is not the competitor, the competitor must produce written consent from the owner authorising the use of the automobile in the competition.

44. DRIVER (includes Co-Driver)

A person holding a licence acceptable to CAMS and entered to drive an automobile in a competition.

45. NAVIGATOR

A person, other than a driver, holding a licence acceptable to CAMS, carried in an automobile during a competition, whose function is to navigate the automobile along a prescribed route.

46. PASSENGER

A person, other than the driver and any navigator, carried in an automobile during a competition. Passengers shall be permitted in a race or speed event only by the written permission of the CEO of CAMS.

47. CAMS LICENCE

(i) **Competition Licence:**

(a) A competition licence is a certificate of registration issued by CAMS to an eligible member or body and which is necessary to enter a competition. If issued to an individual it is valid only when held in conjunction with current membership of an affiliated club.

(b) Such licence shall entitle the holder to participate only in competitions in accordance with the limitations attaching to the particular licence.

(c) The holder of a CAMS licence is deemed to know and be bound by the NCR.

(d) An FIA international licence issued by CAMS or another ASN is valid for international competitions in accordance with the ISC.

(e) A competition licence issued by another ASN is acceptable for Australian national competitions as provided by any border agreement approved by the FIA.

(f) The benefits and privileges of a CAMS licence are available to the holder only at activities conducted under the NCR and opportunities offered by CAMS.

(ii) **Official's Licence:** A licence issued to an accredited person in accordance with the CAMS National Officiating Program.

48. CLUB MEMBERSHIP

Any person competing in a competition must be a current member of a CAMS-affiliated club or be the holder of a competition licence issued by another ASN which is acceptable for Australian national competitions as provided by any border agreement approved by the FIA.

49. *Deleted 1999*

50. LICENCE NUMBER

The number allotted by CAMS to the holder of a licence, which is entered on a register.

51. LICENCE HOLDERS' REGISTER

The list held by CAMS of licence holders.

52. NATIONALITY

A competitor or driver who has obtained a licence from CAMS is deemed to be an Australian national for the period of validity of that licence. Irrespective of the nationality of his licence, each competitor or driver participating in any FIA World Championship event shall retain the nationality of his passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

53. TRACK LICENCE

A track licence is a certificate of registration issued by CAMS for tracks in accordance with Appendix T (see **"General Regulations of CAMS" in the CAMS Manual of Motor Sport**):

- **Category A:** for tracks on which International races may be held;
- **Category B**: for tracks on which competitions, other than International race meetings, may be held;
- **Category C:** for tracks on which competitions other than races may be held.

Nothing in this NCR shall be deemed to prevent the holding on Category A and B tracks of lesser events than those for which their category qualifies them, as above.

Category A and B Licences must be issued by CAMS National Office.

Category C Licences may be issued by either CAMS National or State Offices.

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Part III – Competitions in General

54. ORGANISATION OF A COMPETITION

A competition may be organised in the territory of CAMS only by:

(i) CAMS;

(ii) an affiliated club; or

(iii) an other person or body approved by CAMS.

55. OFFICIAL DOCUMENTS

For each competition, the organiser shall compile and, with the prior approval of CAMS, publish Supplementary Regulations and, for a National meeting, a Program. If any condition contained in these official documents is contrary to the NCR, it shall be null and void.

56. ANNOUNCEMENT TO BE MADE ON ALL OFFICIAL DOCUMENTS

All Supplementary Regulations, program and entry forms relating to any competition shall bear in a conspicuous manner the following announcement:

"Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS."

57. ACQUAINTANCE WITH AND SUBMISSION TO RULES

Each person or group of persons organising a competition or taking part therein, including but not limited to competitors, officials, category managers, promoters, organisers and circuit operators:

(i) shall be deemed to be acquainted with the Constitution of CAMS and the NCR;

(ii) shall undertake to submit themselves without reserve to the above and to the decisions of CAMS and to the consequences resulting therefrom; and

(iii) acknowledges that the NCR are:

- made in the best interests of motor sport in Australia;
- necessary and reasonable for the purpose of protecting and promoting motor sport;
- necessary and reasonable for the purpose of establishing safety regulations; and
- made in the public interest.

Each person, body or group of persons acknowledges and agrees that this clause may be pleaded as an absolute bar to proceedings, suit or action against CAMS; and

(iv) agrees that they will not become a party to any suit, at law or equity, against CAMS, its officials or any other persons subject to the NCR, until all remedies allowed by the Constitution of CAMS and the NCR have been exhausted, save with the written consent of CAMS; and

(v) in case of non-compliance with these provisions, any person or group which organises a competition or takes part therein, may have any CAMS licence which has been issued to them withdrawn.

58. UNSAFE COMPETITIONS

The organisation or holding of any automobile competition other than in accordance with the NCR shall render each person connected therewith or taking part therein, whether as promoter, organiser, organising committee, competitor, driver, official, or otherwise, liable to the consequences and penalties provided by the NCR. If such a competition is included in a meeting for which an organising permit has been granted, the permit shall be null and void, and all entry fees received from any competitor at such meeting shall be returned to the competitor.

Each person connected with the holding of any automobile competition other than in accordance with these NCR acknowledges that the effect of the NCR is to restrict the ability of that person to compete or participate in, promote, organise or otherwise hold or provide services at an authorised competition.

59. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF A COMPETITION

A meeting or a competition forming part of a meeting shall not be postponed, abandoned or cancelled unless provision for doing so has been made in the Supplementary Regulations, or unless the Stewards of the Meeting have decided to postpone or abandon it for reasons of *force majeure* or safety.

In case of cancellation, postponement for more than 24 hours or abandonment, entry fees shall be returned within 30 days of the date of cancellation unless the competitor states his intention of competing in a postponed competition.

In the case of any Road Event or Off Road Event having been cancelled due to *force majeure*, the body issuing the permit may, upon application by the organiser, permit such organiser to retain up to 25 per cent of the entry fees.

60. *Deleted 2007*

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Part IV – Preliminary Organisation of Competition

61. *Deleted 2007*

62. RESPECT OF LAWS AND REGULATIONS

A competition may be held on a road or on a track, or on both, but no permit shall be granted by CAMS unless the organiser undertakes to obtain the necessary permissions from the relevant local authorities.

Occupational Health and Safety legislation imposes obligations on each Organiser to ensure the conduct of the Meeting, including the management of contractors, is in accordance with applicable legislation.

A competition taking place on public roads open to normal traffic must conform to the relevant Road Traffic Regulations of the State/s in which it is conducted. Penalties for any violation of such regulations shall be determined by the Stewards of the Meeting.

63. NECESSARY ORGANISING PERMIT

No competition, demonstration, parade or other competition activity shall be held unless CAMS has issued an organising permit. CAMS may attach conditions to the grant of a permit or decline to grant or may withdraw a permit without stating a reason.

No document, including Supplementary Regulations, Further Regulations or written instructions to competitors and/or drivers shall be issued without the approval of the body which grants the permit.

64. APPLICATION FOR AN ORGANISING PERMIT

Each application for an organising permit shall be lodged with CAMS at least one month prior to the date of the proposed meeting, with the following:

(i) the name and address of the promoter and, if different, the name and address of the organiser;
(ii) the names of the persons proposed to form the organising committee and the address of this committee;
(iii) a draft of the Supplementary Regulations applicable to each competition of the meeting; and
(iv) the permit fee.

65. PERMIT FEES

The scale of fees payable to CAMS or to the FIA through CAMS on the application for an organising permit shall be as prescribed in Appendix R to the NCR (refer *www.cams.com.au/go/2008fees*).

The Chief Executive Officer may waive the permit fee or vary the payment schedule for an individual competition or activity. Any waiver or variation may be revoked by CAMS without a reason being given.

66. *Deleted 2007*

67. INFORMATION TO BE INCLUDED IN SUPPLEMENTARY REGULATIONS

(i) The promoter and the organiser;
(ii) the name, nature and definition of each proposed competition;
(iii) a statement in accordance with NCR 56;
(iv) the composition and address of the Organising Committee;
(v) the names of the Stewards of the Meeting and of the Clerk of the Course;
(vi) the place and date of the meeting;
(vii) where appropriate, reference to the Trans-Tasman Agreement;
(viii) a full description of each proposed competition (length and direction of the course, classes and categories of automobiles admitted, fuel, restriction on the number of competitors [if such limitation exists], etc.);
(ix) all necessary information concerning entries (lodgement details, dates and times of opening and closing, entry fee, etc);
(x) eligibility of competitors and drivers and the licence requirements including civil licences if appropriate;
(xi) the maximum number of entries and how entries if in excess of this number are to be selected for acceptance;
(xii) details as to the conditional acceptance of entries;
(xiii) conditions under which entries may be refused;
(xiv) all relevant information concerning insurance;
(xv) the dates, times and types of starts, with indication of handicaps, if any;
(xvi) the manner in which the results will be determined and prizes awarded;
(xvii) a detailed list of awards offered for each competition;
(xviii) a reminder of the NCR concerning protests;
(xix) the provisions regarding postponement, abandonment or cancellation;
(xx) whether the nomination of drivers may be delayed;
(xxi) for all circuit races, the words "and the Race Meeting Standing Regulations" and for other events a statement validating the relevant Standing and/or Sporting Regulations and/or discipline code;
(xxii) the Judges of Fact and the facts to be judged. For National competitions those judges shall be named;
(xxiii) the times, places and dates fixed for the examination of automobiles;
(xxiv) details of documents to be presented at document verification including:

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- current competition licence/s;
- current CAMS-affiliated car club membership card; and
- CAMS ~~Automobile~~ **Vehicle** Log Book; and

(xxv) all such other requirements and information as may be necessary for the proper conduct of the meeting.

68. FUEL AT A MEETING

Unless explicitly approved by CAMS, no limitation on the brand of fuel at a meeting shall be permissible, and any Supplementary Regulation purporting to limit competitors or drivers to fuel of any one brand shall be null and void.

69. AMENDMENT OF SUPPLEMENTARY REGULATIONS

Amendments shall only be made to the Supplementary Regulations after the beginning of the period for receiving entries with the unanimous agreement of each competitor already entered in that competition and with the written approval of CAMS, or by a decision of the Stewards of the Meeting for reasons of *force majeure* or of safety.

70. INFORMATION TO BE INCLUDED IN THE OFFICIAL PROGRAM

(i) A statement that the meeting is to be held in accordance with NCR 56;

(ii) place and date of the meeting;

(iii) a short description including championships/series/cups/etc, and the timetable of the proposed competitions;

(iv) names of competitors and drivers with the numbers allocated for their automobiles. If any pseudonyms are used, they must appear between inverted commas;

(v) the name of the promoter and of the organiser;

(v) the events to which handicaps may apply;

(vi) a detailed list of awards offered for each competition;

(vii) the names of the Stewards of the Meeting and of the Clerk of the Course; and

(viii) for events of National status and above, a "CAMS Page" free of charge to CAMS; the contents thereof to be provided by CAMS.

70A. WORDING ON PASSES AND PROGRAMS

The current wording of disclaimers, which must appear on each pass and program, is available on the CAMS website, *www.cams.com.au/go/disclaimers*.

71. *Deleted 2007*

72. ENTRY

An entry is a contract between a competitor and the organiser. It must be signed by the competitor and by each driver. It binds the competitor and the driver to make every effort to take part in the competition, except in case of *force majeure*; and binds the organiser to fulfil all the conditions of the entry.

73. LEGAL OWNER

(i) Only the *bona fide* legal owner of an automobile shall be entitled to enter the automobile in any competition unless the Competitor at the time of entry produces the written consent of the *bona fide* legal owner to enter the automobile in the competition and who shall then for all purposes hold the status of the *bona fide* legal owner.

(ii) The competitor shall hold a valid competitor licence as described in "General Regulations of CAMS".

(iii) In the case of the competitor being a company, it may by notice in writing authorise a person to enter the automobile in a competition on behalf of the company. In such case the company must be the holder of a competitor licence.

(iv) Any attempt to enter an automobile in any competition without a valid competitor licence shall be a breach of this NCR and the entry or attempted entry shall be void. In such case the entry fee shall be forfeited to the promoter of the competition.

74. *Deleted 1999*

75. DISPUTE REGARDING AN ENTRY

Any dispute between a competitor and the organiser regarding an entry shall be determined by CAMS.

76. RECEIPT OF ENTRIES

Following the publication of approved Supplementary Regulations the organisers may receive entries. Entries shall be made in writing on the Entry Form supplied by the organiser or by electronic means.

For an entry to be valid the entry fee must be received by the organiser prior to the closing date of entries.

In the absence of authorisation from the ASN which issued his licence/s, the entry of a foreign competitor and/or driver is null and void.

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77. CONTENTS OF ENTRY FORM

The Entry Form for each competition shall contain the following:

(i) spaces for the full name, address and licence number of the competitor, driver/s, navigator/s and passenger/s together with space for any pseudonyms;

(ii) statements in accordance with NCR 56 and 79 of these Rules;

(iii) a space for the signature and date of signing by each of the above individuals;

(iv) a space for the signature and date of signing by the appropriate parent or guardian of a competitor, driver, navigator or passenger who is under 18 years of age;

(v) such other information as is required by the NCR or by the Supplementary Regulations; and

(vi) spaces for the recording of:

(a) the date of receipt of such Entry Form by the Secretary of the Meeting;

(b) the date and time of official acceptance of the entry by the organiser.

78. ENTRIES IN NATIONAL EVENTS BY FOREIGN LICENCE HOLDERS

A competitor, driver or navigator holding a licence issued by an ASN other than CAMS may be eligible to compete in an Australian national competition subject to:

(i) the provisions of the Trans-Tasman Agreement;

(ii) holding an Australian passport and a licence of a foreign ASN provided he is domiciled overseas; or

(iii) the event being a national historic competition compliant with the licence provisions of FIA Appendix K; always subject to the consent of CAMS.

79. UNDERTAKING BY COMPETITORS, DRIVERS, NAVIGATORS AND PASSENGERS

Each competitor, driver, navigator and passenger shall complete a disclaimer as available on the CAMS website, *www.cams.com.au/go/disclaimers*.

80. CLOSING OF ENTRIES

The date for the closing of entries must be specified in Supplementary Regulations. For International competitions the closing of entries shall be in accordance with the ISC; for National competitions not fewer than three days prior to commencement of the meeting; and for Club competitions, not later than the commencement of competition.

81. ENTRY BY ELECTRONIC MEANS

An entry may be made by facsimile or by any other electronic means of communication provided it is received before the closing of entries. Payment may be made by any means acceptable to the organiser provided it is received before the closing of entries.

82. ENTRY CONTAINING A FALSE STATEMENT

An entry which contains a false statement shall be null and void. Such action is a breach of the NCR in which case the entry fee may be forfeited to the organiser.

83. REFUSAL OF ENTRY

It shall be the obligation of the organiser to advise an intending competitor in writing whether or not his entry has been accepted as follows:

(i) An entry for an International competition may be refused in accordance with the ISC;

(ii) an entry for a National competition may be refused in accordance with the Supplementary Regulations not later than two days after the closing date for entries;

(iii) an entry for a Club competition may be refused only prior to the commencement of the competition; and

(iv) an entry for a competition counting towards a CAMS championship or CAMS-recognised series shall not be refused unless such refusal has been approved by CAMS.

84. CONDITIONAL ACCEPTANCE OF ENTRY

Supplementary Regulations may provide that an entry will be accepted under specific conditions such as a limitation on the field size. A conditional acceptance must be notified to the competitor by letter or electronic means sent at the latest on the day following the closing of entries. A competitor whose entry is accepted conditionally is not subject to the provisions of NCR 145.

85. ACCEPTANCE OF ENTRIES

If the number of entries received exceeds the maximum field size, those to be accepted shall be selected in the manner specified in the Supplementary Regulations. If no manner is specified, they shall be selected either in the order of their receipt or by ballot as the organiser shall decide. Acceptance or conditional acceptance of entries shall clearly state the time and date of such acceptance or conditional acceptance.

86. PUBLICATION OF ENTRIES

An organiser may only list as a participant any competitor or driver for whom an entry from such competitor or driver has been accepted.

87. NOMINATION OF RESERVES

Should an entry be rejected in accordance with NCR 85, it may be accepted as a reserve subject to the prior

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agreement of the competitor.

88. ENTRY OF AN AUTOMOBILE

An automobile shall not be entered more than once in the same competition unless approved otherwise by CAMS.

89. INSTRUCTIONS TO COMPETITORS AND DRIVERS

Any Instructions to Competitors and Drivers must not conflict with the provisions of the Supplementary Regulations.

90. INSURANCE

It shall be mandatory upon all organisers and licence holders to comply with such requirements regarding insurance as prescribed by CAMS.

91. OFFICIAL LIST OF COMPETITORS

For any National meeting, the organisers must send to CAMS, and make available to each competitor at least two days prior to the commencement of the meeting, the official list of competitors including drivers taking part. For a Club meeting such list must be made available to each competitor prior to the commencement of the competition.

Part V – Competition Courses

92. COMPETITION COURSE

When the course of a competition traverses the territory of more than one **Sport and Club Development Council**, the organisers must first obtain approval from each relevant **Sport and Club Development Council**.

93. ROAD COURSE

Any road course proposed for use in a competition shall be submitted to CAMS for approval together with a detailed itinerary indicating the relevant distances and times.

94. MEASUREMENT OF A COMPETITION COURSE

For a competition other than a record attempt, distances up to five kilometres shall be measured along the centreline of the road by a qualified surveyor. Distances greater than five kilometres shall be determined by the official road markings or by means of an official map to a scale not less than 1:50,000.

95. INTERNATIONAL TRACK OR SPEEDWAY LICENCE

An application for an international track or speedway licence shall be made to CAMS in accordance with the ISC.

96. NATIONAL TRACK LICENCE

CAMS may issue a National Track Licence for a track for a specific period. CAMS may refuse to issue or may withdraw a National Track Licence as it may think fit and without giving any reason. A National track may not be used for attempt on international record or competition.

97. INFORMATION TO BE GIVEN ON A TRACK LICENCE

Each CAMS Track Licence will state the length of the track and whether it is approved for attempts at national records. The licence shall also contain a schedule showing the maximum number of automobiles permitted to start in any competition.

98. DISPLAY OF A TRACK LICENCE

The current Track Licence shall be displayed in a prominent position at each licensed track.

99. CONDITIONS TO BE FULFILLED FOR PERMANENT AND TEMPORARY TRACKS

Each track whether permanent or temporary shall comply with such conditions and requirements as determined by CAMS.

100. TRACK LICENCE FEES

The scale of fees payable on the granting of a Track Licence shall be as prescribed by CAMS.

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Part VI – Starts, Heats and Timing

101. TYPES OF START

(i) There are two types of start:
  (a) rolling start; and
  (b) standing start.

(ii) A driver shall be deemed to have started at the moment when permission to start is given.

102. STARTING LINE

(i) In a record attempt and in a competition with a rolling start, the starting line is the one which, when crossed, starts the timing of the automobile.

(ii) In a competition with a standing start, the starting line is the line in relation to which the position of each automobile is fixed, prior to the start.

(iii) In starting from the pit lane:
  (a) where the automobile is positioned forward of the Starting Line the automobile will be considered as having completed one lap, the first time it crosses the Control Line; and
  (b) where the automobile is positioned behind the Starting Line the automobile will be considered as having completed one lap, the second time it crosses the Control Line.

103. STARTING POSITIONS

Supplementary Regulations shall define the relative positions of each automobile at the start of each competition and the method by which each position is determined.

104. ROLLING START

A rolling start occurs when the automobile is moving at the moment when the timing commences. For a rolling start, automobiles may be led by an official car prior to the starting signal. The competition will have started when the leading automobile crosses the starting line having received the start signal.

105. STANDING START

A standing start occurs when the automobile is stationary at the moment when the start signal is given.

For automobiles starting singly or in line abreast:

(i) If timing is by automatic timing equipment, each automobile shall be placed in accordance with the Supplementary Regulations;

(ii) If timing is by other than by automatic timing equipment, each automobile shall be placed with the contact patch of the front wheels on or behind the starting line.

For a grid start, the timing shall commence when the signal to start is given.

In a competition on a closed circuit, timing shall occur on each subsequent lap as each automobile crosses the control line.

After the publication of the final starting grid, the places of any non-starters shall remain empty, the other automobiles retaining their published positions.

For a record attempt with a standing start, the automobile must be stationary with that part which operates the timing not more than 100mm behind the starting line. The engine of the automobile shall be running before the start.

106. TIMING OF ROAD EVENTS

Timing procedures for Road Events shall be prescribed in the Supplementary Regulations.

107. *Deleted 2007*

108. CROSSING A CONTROL LINE

The timing of an automobile crossing a control line shall be taken at the moment when the foremost portion of the automobile passes over that line or, where automatic timing equipment is used, at the moment when it is operated.

109. STARTER'S ORDERS

To be deemed a starter in a circuit race an automobile must have come under starter's orders. Starter's orders commence from the moment the starting flag is raised until the moment the flag is dropped. The movements of this flag may be accompanied or replaced by any other conventional signal.

110. NON-STARTER

An automobile not coming under starter's orders shall be deemed a non-starter.

111. FALSE START

In a circuit race a false start occurs when an automobile under starter's orders is outside its prescribed position or is moving when the starting signal is given.

112. PENALTY FOR A FALSE START

A driver who makes a false start shall be penalised in accordance with the Supplementary Regulations. This

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penalty shall be notified to the competitor as soon as practicable.

The Stewards of the Meeting shall have the power to increase any specified penalty and/or to apply other penalties.

113. HEAT

A competition may be conducted in heats, the format of which must be defined in the Supplementary Regulations. The composition of the heats may be modified only with the approval of the Stewards of the Meeting.

114. DEAD HEAT

In the case of a dead heat the competitors concerned shall share the combined awards including points and any prizes allotted to the places they have collectively filled in the competition.

115. INTERRUPTED COMPETITION

Nothing in these rules shall prevent the resumption of a competition which has been interrupted by *force majeure* or by the use of the red flag.

115A. *Deleted 2007*

116. FINISHER

To be classified as a finisher in a competition an automobile must cross the finishing line under its own power.

Part VII – Records

117. JURISDICTION

The FIA will adjudicate upon all claims to international class and world records. CAMS shall submit to the FIA any claim for an international class or world record attempted in its territory. CAMS will adjudicate upon all other claims to records made within its territory.

118. AUTOMOBILE ELIGIBLE TO ESTABLISH RECORDS

International records may be established only with a land vehicle in compliance with the ISC.

National records may be established only with an automobile complying with the NCR.

119. RECORDS RECOGNISED

The only records recognised shall be local records, national records, international class records, world records and the outright world land speed record.

One same record may be recognised in several of the above-mentioned categories.

No distinction is made between records set on the track or on the road.

120. RECORDS RESTRICTED TO THE CLASS

A land vehicle having established or broken a record in its own class may thereby break the world record, but cannot beat the same record in any superior class.

121. PERIODS AND DISTANCES RECOGNISED

Only such durations and distances for national records, international class records and world records shall be recognised as referred to in the ISC.

CAMS may recognise local records at its discretion.

122. RECORDS ESTABLISHED DURING A MEETING

No record made during a race or speed event shall be recognised as other than a local record.

123. ATTEMPTS AT RECORDS

Conditions for attempts at international records are determined by the FIA.

Conditions for attempts at national and local records shall be determined by CAMS.

124. CONDITIONS APPLICABLE TO INTERNATIONAL CLASS RECORDS AND WORLD RECORDS

Refer to the ISC.

125. REGISTRATION OF RECORDS

The FIA will keep a register of international records in each class and a register of world records and will on request issue certificates of those records. CAMS shall keep a register of all records established or broken within its territory and shall on request issue certificates of national and local records. In each case a fee will be payable.

126. PUBLICATION OF RECORDS

Pending the formal recognition of a claim to a record, the result of an attempt may not be advertised unless the following words are added in easily readable characters at least as large as the smallest size

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of type appearing elsewhere in the announcement: "Subject to confirmation". Disregard of this NCR shall automatically entail the non-recognition of a claim to record without prejudice to any penalty which may be inflicted by CAMS.

127. *Deleted 2007*

Part VIII – Competitors and Drivers

128. REGISTRATION OF COMPETITOR AND DRIVER

Each person taking part in a competition, whether as competitor, driver, navigator or as a crew member aboard a competing automobile, must comply with CAMS' licensing requirements. If the driver is also the competitor, then a Competitor's licence must be held.

129. MISLEADING OR FALSE INFORMATION

An omission or the making of a false statement on a licence application shall be deemed an offence under the NCR.

130-139. LICENCES

CAMS' licence regulations referred to in **"General Regulations of CAMS" in the CAMS Manual of Motor Sport** are available from *www.camsmanual.com.au* or a CAMS office.

140. MEDICAL - FITNESS

Each driver and navigator participating in a competition must comply with the conditions of medical fitness which apply to his competition licence.

141. SAFETY EQUIPMENT – APPAREL

Each occupant of an automobile must comply with the requirements of apparel for that competition. Any non-compliant apparel may be impounded by the Organiser for the duration of that Meeting.

142. PSEUDONYM (ASSUMED NAME)

If a licence is desired under a pseudonym a specific application shall be made to CAMS.

The licence holder, for so long as he is registered under that pseudonym, shall take part in competition only under that pseudonym.

An alteration of a pseudonym shall necessitate the same procedure being followed as for the original application.

143. CHANGE OF DRIVER

In a competition other than an attempt at a record, a change of driver shall be made only if the Supplementary Regulations allow. After publication of the program, such change shall require the approval of the Stewards of the Meeting.

144. RESPONSIBILITY OF COMPETITOR AND DRIVER

(i) Each competitor shall be responsible for all acts or omissions on the part of any person connected to his entry;
(ii) each such person or body shall be jointly and severally liable for any breach of the NCR;
(iii) each competitor must ensure that his automobile complies with the conditions of eligibility and safety throughout the competition; and
(iv) the presentation of an automobile for scrutiny is deemed to be an implicit statement of conformity to the relevant regulations.

145. COMPETITOR AND DRIVER FORBIDDEN TO ABANDON ONE COMPETITION AND COMPETE IN ANOTHER

Any competitor having entered or any driver having undertaken to drive in any competition, who does not take part in that competition and who takes part in another competition on the same day at some other place shall be suspended as from the beginning of the latter competition, for such time as CAMS may deem fit.

If the two competitions take place in different countries, the provisions of the ISC shall apply.

145A. ANTI-DOPING POLICY

The control of prohibited substances is regulated by CAMS' Anti-Doping Policy. In any areas where the NCR and the Anti-Doping Policy conflict the Anti-Doping Policy will apply.

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Part IX – Automobiles in Competition

146. PRESCRIPTION OF AUTOMOBILES

Each automobile used in competition or in an attempt on a National or Local record shall comply with the prescriptions of automobiles as set down in **"General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport**.

147. MARKINGS ON AN AUTOMOBILE

Each automobile shall display such markings and numbers as prescribed in Schedule K (see **"General Regulations for Cars and Drivers" in the CAMS Manual of Motor Sport**) and the Supplementary Regulations for the competition.

148. DANGEROUS CONSTRUCTION

The Stewards of the Meeting shall exclude any automobile the construction of which is deemed to be dangerous.

149. PROTECTION AGAINST FIRE

Each automobile shall be constructed and equipped so as to comply with the specific requirements for fire protection.

150. LOG BOOK

Each automobile in competition shall be the subject of a log book in accordance with Schedule L.

151. REGISTRATION

CAMS may require registration of an automobile.

152. SUSPENSION OR DISQUALIFICATION OF A PARTICULAR AUTOMOBILE

CAMS may suspend, disqualify or otherwise penalise a particular automobile as a result of a breach of the NCR by the Competitor or the Driver, by the manufacturer, or by any person or body holding the official agency for selling and/or servicing the automobile.

For international penalties, refer to the ISC.

153. SUSPENSION OR DISQUALIFICATION OF A MAKE OF AUTOMOBILE

CAMS may suspend or disqualify a make of automobile for a breach of the NCR by the manufacturer, by his accredited representative, or by any person or body holding the official agency for selling and/or servicing the make concerned. If CAMS wishes the suspension of a make of automobile to apply internationally, or if it is desired to disqualify a make of automobile, it shall forward such request to the FIA in accordance with the ISC.

154. *Deleted 2007*

155. ADVERTISEMENTS ON AN AUTOMOBILE

Advertising may be displayed on an automobile in accordance with Schedule K (see **"General Regulations for Cars and Drivers" in the CAMS Manual of Motor Sport**) and the Supplementary Regulations for the competition.

Any sign or advertisement which is deemed to be indecent or in bad taste shall not be permitted.

156. ADVERTISING AND PUBLICITY OF COMPETITIONS

(i) Any person or body advertising or publicising a competition or the results of any competition is required to do so in a manner which is not likely to mislead the public.

(ii) Any advertisement or announcement relating to the results of a competition shall clearly state the exact conditions of the performance referred to, the nature of the competition, the category, class etc of the automobile, the position and result obtained, if applicable, that results are "subject to official confirmation by CAMS", and such other information as CAMS may require.

(iii) Any breach of this rule may entail a penalty on any manufacturer, automobile, competitor, driver, or other CAMS licence holder responsible for publishing the advertising.

157. NAMING OF AN AUTOMOBILE

(i) The name of an automobile, as recorded in the log book, is subject to the approval of CAMS.

(ii) Each automobile shall be known by and entered in competition under the name shown in the log book.

158. EXAMINATION OF AN AUTOMOBILE

(i) At any Club event where separate competitions (including practice) occur on more than one day, each automobile shall be examined for compliance prior to commencement of competition on each day.

For any other event, examination for compliance shall be conducted prior to commencement of competition, unless Targeted Scrutiny prescriptions apply.

(ii) At any time during an event an automobile may be examined to ascertain its compliance.

(iii) Where a seal has been placed on an automobile by an official it is forbidden under pain of exclusion to tamper with such seal, or to remove such part save under the authority of an authorised official.

(iv) Automobile eligibility: The Chief Scrutineer at the meeting, having noted an area of minor non-compliance,

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may complete a statement:

> *"In my view, the minor ineligibility noted in the log book of this automobile does not improve the performance to such an extent that the automobile should be excluded from this meeting."*

Each log book bearing such an endorsement by the Chief Scrutineer shall be placed before the Stewards of the Meeting. If the Stewards of the Meeting approve such a log book endorsement for a minor ineligibility during the meeting, then the automobile shall not be regarded as ineligible in respect of the item/s noted and no protest on that ground by any person shall be accepted in respect of that meeting.

(v) An endorsement for a specific minor ineligibility in the log book is valid only for the meeting at which it was granted. The defect must be corrected for the automobile to be eligible for any future competition.

(vi) CAMS may impound for examination any automobile for which a log book has been issued or which has been used in competition.

159. ELIGIBILITY OF AUTOMOBILES

(i) **CAMS may publish regulations which establish the prescriptions governing the eligibility of an automobile for a specific competition.**

(ii) CAMS in its sole discretion ~~will~~ **shall** determine whether an automobile or any or all components thereof, including fuels, lubricants and other consumable items, and/or practices which may influence the performance of the automobile comply with the ~~requirements~~ **regulations** for any competition, class or group. A competitor may seek a written determination by the CAMS Eligibility Committee (CEC) in which case such determination is binding in any proceeding. The CEC shall have the absolute authority of CAMS to make any determination or decision for the purposes of this NCR.

(iii) The CEC shall consider matters as follows:

(a) In the case of an eligibility dispute arising at or from a competition, the Stewards of the Meeting or other judicial body may either determine the issue themselves or refer it to the CEC for determination.

(b) Eligibility matters not arising from a competition (as in (ii)(a) above) shall be referred to the CEC for determination. This process is available only to:

- the holder of a competitor licence which entitles him to enter the automobile, for which a log book is current, in a competition or;
- the CEO of CAMS; and
- a Technical Commissioner.

(iv) Any determination or decision of the CEC shall be unconditionally binding on any hearing by the Stewards of a Meeting, a Tribunal or the AMSAC.

(v) Otherwise, and subject to the agreement of the CEC Chairman, a member of CAMS may seek an opinion from the CEC. Such opinion shall not be binding in any further relevant issue.

(vi) Notwithstanding the above, any determination regarding the initial acceptance of an automobile for historic classification, including the production and issue of a Certificate of Description, Automobile or Vehicle Specification Sheet or Log Book for an automobile of the 5th Category shall be in accordance with Article 1.4 of the General Regulations for 5th Category - Historic Automobiles.

Part X – Officials and their Duties

160. LIST OF OFFICIALS

The term "official" may include but is not limited to the following persons, who may have assistants:

- Stewards of the Meeting;
- Race Director;
- Clerk of the Course;
- Secretary of the Meeting;
- Compliance Checker;
- Chief Medical Officer;
- Chief Timekeeper;
- Technical Commissioner:
- Chief Scrutineer:
- Observer (eg, pit, track control);
- Marshal (eg, track, flag control);
- Judge of Fact (eg, start, finish);
- Chief Starter; and
- Handicapper.

161. RIGHT OF OBSERVATION

CAMS may appoint any person to observe any aspect of a competition.

162. ESSENTIAL OFFICIALS

At each meeting there shall be unless otherwise specified in the discipline regulations contained in the CAMS Manual:

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- at least two Stewards of the Meeting;
- a Clerk of the Course;
- a Secretary of the Meeting;
- ~~a Compliance Checker,~~ and
- a Chief Scrutineer ;

and, in the case of competitions decided wholly or partly by time:

- a Chief Timekeeper;

and, at race meetings:

- a Medical Officer;

each of whom shall be an Essential Official.

163. NOMINATION OF OFFICIALS

The Stewards of the Meeting and other specific officials shall be appointed by CAMS. Each other official of the meeting shall be appointed by the organiser and must hold the appropriate Official's licence.

164. *Deleted 2007*

165. PLURALITY OF DUTIES

At a meeting any official appointed by the Organiser may undertake multiple duties provided he is licensed for each, save for the Compliance Checker who, at a National meeting or above, shall have no other role.

166. SEPARATION OF DUTIES

An official shall not, at any meeting, perform any duties other than those for which he is appointed.

An Essential Official shall not compete in any competition at which he is appointed as an official.

An Essential Official who has any direct beneficial connection with a competitor or driver shall stand aside from his appointment.

167. STEWARDS TO BE HONORARY

The Stewards of the Meeting shall act in an honorary capacity.

168. DUTIES OF THE STEWARDS OF THE MEETING

The Stewards of the Meeting are appointed by CAMS to officiate as a panel under the chairmanship of the Chief Steward. He shall be responsible for establishing agendas and ensuring that minutes of all meetings are produced.

In the event of a split ballot among the Stewards, the chairman shall have a casting vote.

The Stewards of the Meeting shall sign and send to CAMS a closing report as soon as practicable after the close of the meeting. This report shall include their comments on the conduct of the meeting and the results of each competition together with particulars of any protests lodged, decisions made, penalties applied, notices of Intention to Appeal received and any recommendations in regard to a suspension or a disqualification and any information provided by the Clerk of the Course.

In a meeting comprising several competitions, there may be different Stewards of the Meeting for each competition.

169. AUTHORITY OF THE STEWARDS OF THE MEETING

The Stewards of the Meeting shall have supreme authority for the enforcement of the Supplementary Regulations including the ISC, NCR, sporting and any other relevant regulations. In particular, the Stewards of the Meeting shall have authority to:

(i) settle any issue which might arise during a meeting, subject to the right of appeal in accordance with the NCR;
(ii) decide what penalty to apply in the event of a breach of the regulations;
(iii) in exceptional circumstances, amend the Supplementary Regulations;
(iv) in events conducted in heats, alter the composition or the number of heats;
(v) in the event of a dead heat, authorise a resolution in accordance with the NCR;
(vi) authorise a change of driver;
(vii) over-rule a decision of, or accept or refuse any correction from, a Judge of Fact;
(viii) impose penalties;
(ix) amend the results in accordance with the NCR;
(x) exclude from competing any automobile deemed to be unsafe and any driver deemed to be dangerous or medically unfit;
(xi) exclude from a competition or from the meeting any competitor, driver or automobile which is found to be ineligible;
(xii) exclude any competitor, driver or official who they determine to be guilty of improper conduct or unfair practice;
(xiii) direct the removal, on pain of exclusion, of any sign or advertisement that they deem to be in bad taste; such decision being final and not subject to appeal;
(xiv) order the removal from the course and its precincts of any competitor or driver who refuses to obey the order

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of an official;

(xv) postpone a competition in the case of *force majeure* or for serious safety reasons;

(xvi) modify the program and the course in consultation with the Clerk of the Course or the organiser in the interests of safety;

(xvii) ensure there are at least two Stewards of the Meeting, if necessary by the other Steward/s or CAMS appointing a replacement;

(xviii) approve the commencement of the competition/s; and

(xix) in extraordinary circumstances, take the decision to stop an event or other course activity.

For club/multi-club events where Stewards are not appointed the separation of duties listed within this NCR may be allocated as follows:

(a) decisions may be taken by the Clerk of **the** Course on the following articles and any protest is to be transmitted to the Duty Officer for a subsequent Stewards Hearings – (i), (iii), (v), (vii), (viii), (ix), (xi), (xii), (xvi);

(b) decisions may be taken by the Clerk of **the** Course on the following articles – (vi), (x), (xiii), (xiv), (xv), xviii), (xix);

(c) decisions may be taken by the Clerk of **the** Course on sporting issues on the following article, with any judicial/disciplinary issues refer to the Duty Officer for transmission to a Stewards Hearing – (ii).

170. *Deleted 2007*

171. POWERS OF CAMS FOLLOWING STEWARDS' REPORT

If it appears from the Stewards' Report or otherwise that the conduct of a meeting was not in accordance with the NCR, or that the results of a competition have been improperly or incorrectly made out, CAMS shall be entitled to inquire into the matter and may make such determinations and orders as it sees fit. No such inquiry shall be ordered after the expiration of 60 days after the last day of sporting activity or publication of the results, whichever is later.

172. DUTIES OF THE CLERK OF COURSE

The Clerk of the Course is responsible for conducting the meeting in accordance with the Supplementary Regulations.

In the case of a meeting comprising several competitions there may be a different Clerk of the Course for each competition.

In particular the Clerk of the Course shall:

(i) keep order, in conjunction with the civil authorities who are responsible for public safety;

(ii) remain in close contact with the Stewards of the Meeting throughout the meeting in order to ensure the smooth running of each event;

(iii) ensure that sufficient properly-qualified officials are present for the conduct of the meeting and report any deficiencies to the Stewards of the Meeting;

(iv) obtain the approval of the Stewards of the Meeting to commence competition;

(v) ensure that the necessary information and equipment is provided to each official to enable each to carry out his duties;

(vi) prevent any ineligible competitor or driver from taking part in a competition;

(vii) control each competitor, driver and automobile;

(viii) ensure that each automobile and, if necessary, each driver carries the proper identification markings;

(ix) ensure that each automobile is driven by the correct driver;

(x) assemble the automobiles in such categories and classes as are required;

(xi) submit to the Stewards of the Meeting any proposal to modify the program, any improper conduct, breach of rule, or protest;

(xii) receive any protest and transmit it immediately to the Stewards of the Meeting;

(xiii) collect the reports of the timekeepers, scrutineers, track or course marshals, and other information necessary for the determination of the results;

(xiv) collect the reports of the Medical Officer for delivery to Stewards of the Meeting; and

(xv) submit promptly the closing report for the meeting to the Stewards of the Meeting for their consideration and approval.

In the case of a meeting comprising several competitions there may be a different Clerk of the Course for each competition.

173. DUTIES OF A DIRECTOR – SERIES/RACE/EVENT/SPORTING

A Series/Race/Event/Sporting/etc Director may be appointed by CAMS for a Championship, Series, Cup, Trophy, Challenge etc.

Duties and responsibilities will be set down in the relevant Sporting Regulations.

A Director may submit a report directly to the Stewards of the Meeting provided the Clerk of the Course is also informed.

174. DUTIES OF THE SECRETARY OF THE MEETING

The Secretary of the Meeting shall be appointed by the organiser and be responsible for the planning of the

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Meeting with duties which will necessarily include:

(i) publication of Supplementary Regulations;
(ii) receipt and processing of entries;
(iii) the recruitment and deployment of officials;
(iv) the supply of information and equipment to officials;
(v) the publication to CAMS and to each competitor of provisional results within 120 hours of the completion of the competition or as otherwise specified by CAMS and subsequently the publication of the final results; and
(vi) in events where required, the submission of completed (planning) Safety 1st Checklists to CAMS prior to the issuing of a permit for the event and the submission of completed (operational) Safety 1st Checklists to the Stewards of the Meeting upon completion of the event.

175. DUTIES OF THE CHIEF MEDICAL OFFICER

(i) organisation and operation of the medical services;
(ii) assessment of the physical and psychological fitness of any driver ensuring through the Clerk of the Course that an unfit driver does not compete;
(iii) reporting to the Clerk of the Course any decisions made which may affect the organisation of the meeting;
(iv) ensuring treatment of casualties;
(v) directing the placement of medical services;
(vi) completion of Accident and Injury Reports for the Clerk of the Course; and
(vii) remaining in communication with the medical services and event control.

176. DUTIES OF THE CHIEF TIMEKEEPER

The duties of the Chief Timekeeper shall include:

(i) use of timing equipment compliant with the discipline regulations;
(ii) declaration of times taken in order to compile the results;
(iii) preparation of signed reports to be sent to the Clerk of the Course accompanied by any necessary documents; or to CAMS in the case of an attempt at a record or a test;
(iv) sending, on their request, original time sheets either to the Stewards of the Meeting or to CAMS; and
(v) communication of any times or results only to the Stewards of the Meeting and the Clerk of the Course or in accordance with their instructions.

177. DUTIES OF THE CHIEF SCRUTINEER

The Chief Scrutineer is responsible for determining compliance of each automobile and associated equipment including apparel with safety and technical regulations as specified in the Supplementary Regulations.

The responsibilities of the Chief Scrutineer shall include:

(i) making inspections as requested by CAMS, the organisers, the Stewards of the Meeting, the Clerk of the Course and a Technical Commissioner before, during or after the meeting;
(ii) using such checking instruments as may be specified by CAMS;
(iii) communicating any official information only to CAMS, the organisers, the Stewards of the Meeting, the Clerk of the Course and a Technical Commissioner; and
(iv) preparing and signing a report for the Clerk of the Course.

178. DUTIES OF A TECHNICAL COMMISSIONER

A Technical Commissioner is a national official appointed annually by CAMS under terms of reference determined by CAMS. A Technical Commissioner shall report to the Chief Scrutineer, the Clerk of the Course and the Stewards of the Meeting who shall take appropriate action to prevent the participation of an ineligible automobile.

179. DUTIES OF PIT AND SERVICE MARSHALS

Pit and Service Marshals shall monitor all replenishment of automobiles during a competition and other activities as specified in the Supplementary Regulations.

They shall report to the Clerk of the Course.

180. DUTIES OF OBSERVERS AND FLAG MARSHALS

Observers and Flag Marshals shall occupy posts assigned to them. When a meeting commences, each is under the orders of the Clerk of the Course to whom he shall immediately report by the means at his disposal and confirmed in writing each incident or accident which occurs along the section to which he is assigned.

Flag Marshals are specifically entrusted with flag signalling (see Appendix H - in **"Race" in the CAMS Manual of Motor Sport**).

181. DUTIES OF A JUDGE OF FACT

The Supplementary Regulations for any competition must indicate which facts are to be judged by the Judges of Fact

Where a decision is to be given whether an automobile or participant has touched or crossed a given line, or upon any other fact of the same type and which has been specified in the Supplementary Regulations, one or several Judges of Fact shall be nominated.

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For all circuit racing competitions, the name of each Judge of Fact must be available to each Competitor and, unless included in the Supplementary Regulations, shall be displayed on any official notice board. Unless CAMS requires otherwise, for all other competitions the Supplementary Regulations shall indicate which facts are to be judged and the name of each judge shall be made available by the organisers on the request of a Competitor.

Each Judge of Fact shall report to the Clerk of the Course.

181A. DECISION REVIEW

No protest against a decision of a Judge of Fact shall be accepted concerning a matter which he has been appointed to judge.

If a Judge of Fact considers that he has made a mistake he may correct it, subject to this correction being accepted by the Stewards of the Meeting.

The Stewards of the Meeting may overrule a decision of a Judge of Fact and use any information to assist them in reaching a decision.

182. DUTIES OF THE HANDICAPPER

The handicapper shall, after entries have closed, prepare the handicaps in accordance with the requirements of the Supplementary Regulations. The Supplementary Regulations shall state if any handicap in a competition is to be amended as a result of a performance achieved in a previous competition.

182A. COMPLIANCE CHECKER

A Compliance Checker may be appointed by the organiser of an event to assist the Secretary of the Meeting to undertake the requirements of the Safety 1st Checklists appropriate to the event.

Part XI – Penalties

183. BREACH OF NCR

In addition to any offences referred to elsewhere, the following are breaches of the NCR:

(i) any attempt direct or indirect to bribe any person having duties in relation to a competition or being employed in any manner in connection with a competition and the acceptance of, or offer to accept, any bribe by such an official or employee;

(ii) any action having as its object the entry or participation in a competition of a person, body or automobile found to be ineligible therefore;

(iii) any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport generally;

(iv) knowingly giving false evidence;

(v) failing to comply with the directions of a CAMS judicial body;

(vi) failing to pay to CAMS within one calendar month of their falling due any monies due to CAMS;

(vii) any action not in accordance with the NCR;

(viii) failing to follow the directions of CAMS or an official;

(ix) any action which causes or is reasonably likely to cause damage to other persons or property;

(x) using or offering violence by any means towards any person;

(xi) unauthorised removal of a seal; and

(xii) any act prejudicial to the interests of motor sport generally.

184. PENALTIES FOR PARTICIPATION IN AN UNAUTHORISED COMPETITION

Any person or body who shall promote, enter for, drive in, officiate at, or in any manner whatsoever take part in, or advertise or obtain publicity for the results of, a competition not organised in accordance with the NCR, but which by its nature should, in the opinion of CAMS, have been held in accordance with the NCR; or who shall become disqualified or suspended by the governing body of any other sport recognised by the FIA has committed a breach of the NCR and will be penalised in accordance with the NCR with such penalty and for such time as CAMS may think fit.

Provided that where the prescribed competition has been or is to be held outside the jurisdiction of CAMS, CAMS and the other ACN concerned shall refer the matter to the FIA, whose decision thereon will be final.

A person or body who breaches this NCR acknowledges that the breach is contrary to the best interests of motor sport and in particular is without proper regard to safety and public interest.

185. IMPOSITION OF PENALTIES

(i) any breach of the NCR may result in a penalty;

(ii) penalties may be imposed by CAMS and by its judicial bodies, and otherwise as provided in the NCR;

(iii) before imposing any penalty other than a time, pit lane or drive through penalty, the Stewards of the Meeting shall convene a hearing at which the defendant may state his case unless he chooses not to exercise that right;

(iv) at Appeal, AMSAC and other judicial hearings the rights of the appellant are determined by the court;

(v) if the Stewards of the Meeting find that an offence has been committed which warrants a penalty outside

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their jurisdiction they shall refer the matter to a Disciplinary Tribunal whose sole task will be determination of penalty;

(vi) alleged offences arising out of a competition, but not dealt with by the Stewards of the Meeting, shall be dealt with by a Disciplinary Tribunal acting as a Court of First Instance;

(vii) alleged offences not arising out of a competition shall be dealt with by a judicial body acting as a Court of First Instance; and

(viii) notwithstanding the provisions of this NCR, where an Organising Committee which makes the application for an organising permit fails to publish results of a competition within the time limits set down in the NCR it shall be subject to an administrative fine imposed by CAMS. Such penalty shall not be subject to appeal.

186. PENALTIES

Penalties which may be imposed are, in order of increasing severity:

(i) reprimand;

(ii) fine;

(iii) sundry penalty, including time, starting position, stop/go and pit lane drive through;

(iv) exclusion;

(v) suspension; and

(vi) disqualification.

CAMS may approve Supplementary or Series regulations which specify fixed and other penalties and their method of application. The quantum of a fixed penalty may not be varied in any circumstances.

187. REPRIMAND OR FINE

A reprimand or a fine may be imposed by the Stewards of the Meeting, by any CAMS tribunal, by a **Sport and Club Development Council**, by CAMS, or by AMSAC provided that any fine imposed shall not exceed the relevant amount specified in Appendix R (refer *www.cams.com.au/go/2009fees*).

188. LIABILITY TO PAY A FINE

A competitor shall be responsible for the payment of any fine imposed on his driver, team member, passenger etc.

An organiser shall be responsible for the payment of any fine imposed on his official/s.

189. TIME LIMIT FOR PAYMENT OF A FINE

A fine must be paid within two days of notification unless approved otherwise by the Stewards of the Meeting.

Any delay in making payment will entail suspension during the period a fine remains unpaid.

190. ALLOCATION OF PROCEEDS FROM FINES

The proceeds from all fines including any monetary penalties, forfeited protest fees and appeal fees shall be remitted to CAMS and shall be used in accordance with the CAMS Board policy.

191. EXCLUSION

A sentence of exclusion may only be imposed by the Stewards of the Meeting, by a **Sport and Club Development Council**, by CAMS, by a CAMS tribunal or by AMSAC and may be made retrospective in operation.

A sentence of exclusion means the competitor, automobile or person so sentenced shall be removed from the results of and/or prohibited from further participation in one or more competitions at a Meeting. In each case, exclusion shall entail the forfeiture of the entry fee.

An appeal against a sentence of exclusion shall not set aside such sentence pending determination.

192. TIME PENALTIES

A time penalty may be applied only for an infringement occurring during the relevant competition activity.

193. SUSPENSION

(i) A sentence of suspension may be pronounced only by a **Sport and Club Development Council**, a tribunal, AMSAC or the Board of CAMS.

(ii) A sentence of suspension shall entail the loss of any right to take part in any capacity in any competition held within the territory of CAMS or under any FIA-approved agreement involving another ASN.

(iii) Suspension shall render null and void an entry for any competition which may take place during the term of such suspension.

(iv) Any CAMS licence holder who is suspended shall return his licence to CAMS immediately. Any delay in returning a licence shall automatically result in the extension of the suspension by a period equal to the delay.

(v) CAMS shall endorse any licence which has been suspended accordingly.

(vi) When separate penalties of suspension are imposed they shall be cumulative in effect.

(vii) International licence suspension shall be implemented in accordance with the ISC.

194. INELIGIBLE AUTOMOBILE

When an automobile has been found to be ineligible the Stewards of the Meeting or other judicial body shall exclude it from at least the relevant competition/s (eg, practice, qualifying, heat, race).

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195. DISQUALIFICATION

A sentence of disqualification shall result in the permanent loss of any right to take part in any capacity whatsoever in any competition.

A sentence of disqualification can be imposed only by CAMS and will be reserved for offences of exceptional gravity.

196. EFFECTS OF DISQUALIFICATION

A sentence of disqualification shall always be international in nature.

Disqualification shall render null and void any entry in any competition.

Notification of this penalty to the FIA shall be in accordance with the ISC.

197. STATEMENT OF REASONS FOR SUSPENSION OR DISQUALIFICATION

In notifying a sentence of suspension or of disqualification to the FIA CAMS shall give its reasons for imposing such penalty.

198. *Deleted 2007*

199. SUSPENSION OR DISQUALIFICATION OF AN AUTOMOBILE

A sentence of suspension or disqualification may be pronounced on either a particular automobile or on a make of automobile.

200. LOSS OF AWARD

Any licence holder excluded, suspended or disqualified during a competition shall lose the right to obtain any awards assigned to the said competition.

201. AMENDMENT OF PLACINGS AND AWARDS

In the event that a licence holder is excluded from the results of a competition or meeting, the placings and awards shall be amended, the following competitors being advanced in order.

202. PUBLICATION OF PENALTIES

CAMS shall have the right to publish or to have published that it has penalised a licence holder, automobile, or make of automobile.

203. RECORDING OF PENALTIES ON LICENCES

Each penalty imposed shall be recorded on the competition licence. Should the Stewards of the Meeting consider that the number of infringements is significant, they shall forward the licence to CAMS for review.

204. REMISSION OF SENTENCE

At its sole discretion, the Board of CAMS shall have the right to waive a disqualification or the unexpired period of a sentence of suspension and to remit part or all of a fine, provided that all avenues of appeal have been exhausted. Nothing in this NCR shall limit CAMS' right of appeal.

Part XII – Protests

205. RIGHT TO PROTEST

(i) The right to protest lies only with a competitor in that event.

(ii) The lodging of a protest shall not interfere with the application of the NCR.

(iii) A separate protest must be lodged against each alleged infringement.

206. LODGING A PROTEST

A protest shall be lodged in writing, signed by the protester and accompanied by the fee including any necessary bonds as set by CAMS. A protest against the qualification or eligibility of an automobile shall specify the details of such alleged infringement. A protest against the qualification or eligibility of an automobile shall specify the details of such alleged infringement. A protest may be withdrawn before it is heard in which case the protest fee shall be returned together with any bond, provided dismantling has not commenced. If the protest is upheld the protest fee and bond shall be returned. If the protest is dismissed the fee shall be forfeited unless, in exceptional circumstances, the Stewards of the Meeting determine otherwise.

207. TO WHOM ADDRESSED

A protest shall be addressed to the Stewards of the Meeting. In their absence it may be delivered to the Clerk of the Course for transmission to the Stewards of the Meeting.

208. TIME LIMIT FOR PROTESTS

(i) A protest against the entry of a Competitor or Driver, or against the configuration of the course or handicap or make up of a heat, must be lodged at least two hours prior to the start of that competition.

(ii) A protest against a decision of a scrutineer shall be lodged as soon as practicable after the decision has been announced.

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(iii) A protest against any error or irregularity occurring during a competition or referring to the eligibility of an automobile shall, except in circumstances which the Stewards of the Meeting consider as unreasonable, be made within thirty minutes of the completion of the competition activities.

(iv) A protest against the compilation, assessment or publication of results of a competition shall be lodged within three days of their publication or within such further time as the Stewards of the Meeting may consider justifiable, unless the Supplementary Regulations specify otherwise.

(v) A protest relating to the due and proper compilation, assessment or publication of the results of a series of competitions shall be lodged within three days of the first publication of the progressive pointscore for the relevant round of the series or of the final pointscore for the series. CAMS may, at its sole discretion, amend the results of a series up to the time prescribed for the official presentation of awards for that series or the official publication by CAMS of the results for that series.

209. *Deleted 2007*

210. EXAMINATION OF AN AUTOMOBILE OR EQUIPMENT FOLLOWING PROTEST

(i) An automobile, part thereof or equipment including data ("material") which is the subject of a protest shall be immediately impounded and/or recorded in detail by the organisers. Upon the commencement of a hearing, the material shall remain under the responsibility of the court until the matter is determined.

(ii) The examination and report to the Stewards of the Meeting shall be conducted by the appropriate official.

(iii) The protestor has no right of attendance at the examination.

(iv) Any disassembly, re-assembly and examination costs as determined by the Stewards of the Meeting shall be payable by the unsuccessful party.

211. *Deleted 2007*

212. STEWARDS' HEARINGS

A Stewards' hearing shall take place as soon as practicable. The Clerk of the Course shall notify each party to the issue of the hearing. Each party may attend and be accompanied by witnesses. The Stewards of the Meeting must ensure that notification has been personally received by each party.

A party to the issue shall present his case in person and shall not be represented by a third party, unless in exceptional circumstances the Stewards of the Meeting determine otherwise.

In the absence of any concerned party or of his witnesses, judgment may be made by default.

If adjournment is necessary or if judgment cannot be given immediately after the hearing, the parties must be advised of the place and time at which the matter will be determined.

213. DISTRIBUTION OF PRIZES

Prizes and awards may be distributed on the basis of provisional results. Any prize or award not confirmed by the final results must be returned to the organisers.

214. RE-RUN

Neither the Stewards of the Meeting, a tribunal, a court nor CAMS shall have power to order or permit a completed competition to be re-run in its entirety.

215. JUDGMENT

Each party concerned in any protest shall be bound by the decision given, subject only to appeal as provided in the NCR.

216. FRIVOLOUS OR VEXATIOUS PROTESTS

If the Stewards of the Meeting determine that a protest is frivolous or vexatious or that the protester has acted in bad faith they may impose a penalty.

217. *Deleted 2007*

Part XIII – Appeals

218. RIGHT OF APPEAL

(i) The right of appeal against a decision of the Stewards of the Meeting or other Court of First Instance shall lie with a Competitor or Organiser provided that:

(a) he is the subject of that decision; or

(b) he is adversely affected as a result of that decision; and

(c) provided he gives notice of intention to appeal and lodges an Appeal in accordance with the NCR.

(ii) An appeal against a decision of the Stewards of the Meeting or of a Disciplinary or Investigatory Tribunal shall be made to CAMS and shall be heard and determined by an Appeal Tribunal appointed by CAMS.

(iii) A party aggrieved by a decision of an Appeal Tribunal shall have the right to seek leave to appeal to AMSAC, in accordance with the NCR.

(iv) A person or body aggrieved by a decision of the CAMS Board shall have the right of appeal to AMSAC only on

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the alleged grounds that such action is ultra vires or unconstitutional, in accordance with the NCR.

(v) A party to an appeal heard by AMSAC may have a right of appeal against that decision to the International Court of Appeal in accordance with the ISC.

219. CAMS' RIGHT OF APPEAL

(i) Where a decision is made by the Stewards of the Meeting or by another Court of First Instance and the CAMS Board considers that a different decision should have been made, and is satisfied that an Appeal should be brought in the interest of motor sport, CAMS may bring an appeal to an Appeal Tribunal. In such a case, CAMS shall cause notice of appeal to be served on the respondent within 30 days after the handing down of the decision, setting out the grounds of the appeal.

(ii) Where

(a) a party is penalised by an Appeal Tribunal; or

(b) where a decision or an interpretation of the NCR is given by an Appeal Tribunal and the CAMS Board considers that a different decision or interpretation should have been given, and is satisfied that an appeal should be brought in the interest of motor sport,

CAMS shall have the right to seek leave to appeal to AMSAC.

(iii) Upon an Appeal under this NCR the Tribunal or AMSAC respectively shall make whatever order as it considers fit.

(iv) No further appeal shall be brought by CAMS against any order made by AMSAC under (iii) hereof.

220. JURISDICTION OF AMSAC AS TO APPEALS

AMSAC shall, subject to the laws of Australia, constitute the final motor sport court of appeal empowered to settle finally any dispute arising out of or in connection with the control by CAMS of automobile competitions within its territory save as provided for in the ISC.

221. MEMBERS OF JUDICIAL BODIES TO BE IMPARTIAL

No person may sit on a hearing if he has been involved in any way with the competition or with the matter under consideration.

222. TIME LIMITS AND PROCEDURES FOR APPEAL

(i) Where it is wished to appeal against a decision of the Stewards of the Meeting, or a decision of a **Sport and Club Development Council**, Disciplinary or Investigatory Tribunal, each established as a Court of First Instance:

(a) notice of intention to appeal must be lodged with the party giving the decision:

1. within one hour of the handing down of the decision;
2. in writing, on the "Notice of Intention to Appeal" form and signed by the appellant (refer CAMS website, *www.cams.com.au*); and
3. accompanied by the appropriate appeal fee.

(b) The Appeal must then be lodged:

1. within two days of the day on which the decision being appealed against was given;
2. in writing on the "Appeal" form and signed by the appellant (refer CAMS website *www.cams.com.au*); and
3. at the CAMS office in the State in which the decision appealed against was handed down or in the State of residence of the appellant.

(ii) Where a Notice of Intention to Appeal and the relevant fee have been lodged, but no Appeal has been received by CAMS within the time limit, the Notice of Intention to Appeal shall be deemed to have been abandoned and the relevant fee may be returned.

(iii) In extraordinary circumstances, the CEO of CAMS may accept a notice of Intention to Appeal or an Appeal lodged out of time.

(iv) Where it is wished to appeal to AMSAC Notice of Intention to so do is not required, however an Application for Leave to Appeal must be lodged in accordance with Appendix G (see **"Judicial" in the CAMS Manual of Motor Sport**).

(v) Where an Appeal fails or is withdrawn after being lodged the appeal fee shall not be returned. Additionally the appellant shall be liable for any costs reasonably incurred by CAMS in consequence of the lodgement of the appeal.

(vi) Where an Appeal is upheld the fee may be returned in whole or in part at the discretion of the court.

(vii) If the court or CAMS determines that an appeal is frivolous or vexatious or that the appellant has acted in bad faith it may impose a penalty.

223. STATUS OF APPELLANT

A sentence of suspension or of disqualification shall be set aside until the matter is determined; however any other decision or penalty shall remain in force until the matter is resolved.

224. *Deleted 2007*

225. GROUNDS FOR APPEAL

An appeal may proceed only on one or more of the following grounds:

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(i) that the decision was against the weight of evidence;
(ii) that the decision was contrary to the NCR;
(iii) that there was a denial of natural justice;
(iv) that the decision was ultra vires;
(v) that the penalty applied (other than one fixed by regulation) was inadequate; and
(vi) that the penalty applied (other than one fixed by regulation) was excessive.

Such grounds must be specified in the Appeal document.

226. APPEAL TO THE FIA

Refer to the ISC.

227. NOTICE OF APPEAL HEARING

Before an appeal hearing shall commence each party shall be given at least seven days' notice in writing of the date, time and place of the appeal hearing, save that a hearing may proceed on shorter notice if all parties agree.

In the case of an appeal to AMSAC, refer to Appendix G (see **"Judicial" in the CAMS Manual of Motor Sport**).

228. HEARING OF AN APPEAL BY CAMS OR TRIBUNALS

(i) A hearing shall take place as soon as practicable.
(ii) CAMS shall notify each party of the hearing.
(iii) Each party may attend and be accompanied by witnesses.
(iv) At an appeal hearing each party shall state his case in person; save that representation by an advocate may granted by the chairman of the appeal panel. Application for such leave must be made in writing at least two days prior to the hearing through the office of CAMS which set up the appeal hearing. The decision by the chairman of the appeal panel on such representation shall be final and not subject to appeal.

229. *Deleted 2007*

230. HEARING OF AN APPEAL BY AMSAC

Refer Appendix G (see **"Judicial" in the CAMS Manual of Motor Sport**).

231. JUDGMENT ON APPEAL

(i) When handing down its findings a court shall include its reasons therefore
(ii) A court of appeal and any tribunal may decide that a penalty appealed against (other than one fixed by regulation) be set aside, mitigated, increased or a fresh penalty imposed. It may not vary a decision made by the CAMS Board save that AMSAC may do so only as provided in Appendix G (see **"Judicial" in the CAMS Manual of Motor Sport**).

232. ORDER AS TO APPEAL FEE

When giving judgment on an appeal any court shall, unless it deems special circumstances to exist which justify the return of such fees or part of them, order the forfeiture of the appeal fee by an unsuccessful appellant; save that in an Appeal to AMSAC, the provisions of Appendix G (see **"Judicial" in the CAMS Manual of Motor Sport**) shall apply.

233. FAILURE TO PROCEED WITH AN APPEAL

Failure on the part of an appellant to proceed with an appeal, whether by a lapse of time or otherwise, shall restore the decision against which the appeal was lodged.

234. PUBLICATION OF JUDGMENT

CAMS shall have the right to publish or have published the outcome of an appeal and to state the names of all the parties involved.

Without prejudice to any right of appeal any person referred to in such notices shall have no right of action against CAMS or against any person publishing the said notice.

Part XIV – Administration of Rules

235. INTERPRETATION OF RULES

In order to:
(i) promote the sport of automobilism;
(ii) encourage and control automobile competitions;
(iii) achieve prompt final results in automobile competitions; and
(iv) ensure the receipt by members of the benefits and rights available to them

each member and associated and regulated body expressly agrees that any determination by the Board as to the interpretation and application of the NCR is binding and not open to challenge before a court in law or in equity, AND covenants that he will not initiate or maintain or commence legal proceedings, claims or actions of any kind against CAMS or any party acting on behalf of CAMS to reverse or modify such determinations or to

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recover damages or any other remedy for damage allegedly incurred as a result of such determination UNLESS the determination was made in bad faith and for no purpose other than to cause harm or economic loss to the member or body.

Should legal proceedings be commenced or maintained in contravention of the above paragraph, CAMS shall be indemnified by the member or body who commenced such proceedings for all costs incurred by CAMS in defending the proceedings.

236. EXERCISE OF THE POWERS OF CAMS

(i) The executive and judicial powers and functions conferred on CAMS by the FIA shall be exercised by the Board of CAMS in accordance with the Constitution and the NCR.

(ii) The Board of CAMS may formulate, issue, adopt and amend such NCR and regulations for the proper management of CAMS, the advancement of the purposes of CAMS and the control of motor sport in Australia as it may deem necessary or desirable.

(iii) Any Regulations made under the NCR shall be consistent with the Constitution and the NCR and although not forming part of the NCR are an exercise of the sporting power of CAMS and, unless otherwise indicated, must be complied with. Any Regulations made under this paragraph may be amended or revised by the Board of CAMS.

(iv) CAMS may delegate judicial powers and functions.

237. AWARD OF COSTS

When giving judgment on any charge or appeal any tribunal or AMSAC may make such order as to costs as it may deem fit against a person or body found guilty or unsuccessful in an appeal. Any delay in the payment of such costs shall entail suspension for the period during which they remain unpaid. Provided always that costs shall not be awarded against CAMS unless CAMS itself is an unsuccessful appellant, even though CAMS may be a party to the hearing in some other capacity.

238. ALTERATION OF RULES

(i) CAMS reserves the right to amend the NCR, Appendices and Schedules.

(ii) CAMS may issue Bulletins, the contents of which shall be decisions pursuant to the NCR.

239. NOTICES

(i) Any communications required under the NCR to be made to CAMS shall be addressed to:

The Chief Executive Officer
CAMS
PO Box 147
Caulfield East VIC 3145

or to such other address as may be notified.

(ii) Any communications required under the NCR to be sent to the Australian Motor Sport Appeal Court shall be addressed to:

The Secretary
Australian Motor Sport Appeal Court
PO Box 147
Caulfield East VIC 3145

or to such other address as may be notified.

(iii) Any communications required under the NCR to be sent to a **Sport and Club Development Council** shall be sent to the address of the **Sport and Club Development Council** concerned (refer to "Administration" in "About CAMS", CAMS Manual of Motor Sport).

(iv) Any communications required to be sent to a licence holder by CAMS under the NCR shall be sent to the address notified to CAMS.

(v) Any communications required to be sent to a promoter or organiser under the NCR shall be sent to the address shown on the relevant application for an Organising Permit.

(vi) Any communications required to be sent to an appellant shall be sent to the address shown upon the Notice of Appeal.

(vii) Any communications so sent shall be deemed to have reached the addressee by normal delivery.

240. EXTENSION OF TIME

Where the time for doing any act or taking any proceedings expires when the appropriate CAMS office is closed that time shall be extended to the next day that office is open.

241. DATE OF OPERATION

These NCR shall come into force and be operative from the first day of January 2009 and shall be deemed to supersede all previous NCR.

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