RACE MEETING STANDING REGULATIONS

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RACE MEETING STANDING REGULATIONS

These Race Meeting Standing Regulations (RMSR) apply to all circuit race meetings conducted in Australia.

The RMSR are to be read in conjunction with any category Sporting or Technical Regulations which have been approved by CAMS. In any case where there is a conflict between any category Sporting or Technical Regulations and these RMSR, the category Sporting and Technical Regulations will take priority.

I. ADMINISTRATION

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

All events will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at *www.cams.com.au*, and with any applicable organiser or circuit OH&S Policy which will be on display in the Race Administration Office at the circuit.

The CAMS policy on drugs and alcohol as detailed in the 2009 CAMS Manual of Motor Sport applies at all CAMS race meetings and competitors and officials may be subject to random drug and/or breath testing at any time during the meeting. This regulation serves as the required 24-hour notice for any such testing under this regulation.

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

1.3 Series personnel – appointed by CAMS: To any race meeting, CAMS may appoint series personnel who will have the authority to administer the various aspects of these regulations as detailed below:

(i) **Race Director (RD)**

The RD will be appointed by CAMS and will be responsible for maintaining the continuity of the sporting activity for the series to which they are appointed, at a meeting.

The RD will act in accordance with all regulations relevant to the conduct of the series to which they are appointed.

The RD will work in consultation with the Clerk of the Course as appropriate.

The RD will have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement:

- Control of the Competition;
- The stopping of any Automobile or Driver pursuant to the Rules;
- The stopping of any practice, qualifying session or any race in accordance with these Rules if deemed unsafe to continue; and ensuring that the correct restart procedure is carried out;
- The starting procedures contained in the Rules;
- The use of the Safety Car pursuant to the Rules; and
- Impose Pit Lane Penalties in accordance with the rules of the competition or at the direction of the Stewards of the Meeting; and
- Conduct investigations into alleged breaches of driving standards (in conjunction with the IPO if present) and to reach a resolution based on the prescribed infringement system or alternatively refer the matter to the Stewards of the Meeting.

(ii) **Technical Commissioner (TC)**

The TC will be appointed by CAMS and 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 any ineligible automobile.

(iii) **Investigating and Prosecuting Officer (IPO)**

The IPO shall be appointed by CAMS and shall be empowered as follows:

The IPO will investigate all matters which may become the subject of a Stewards Hearing or dealt with under the prescribed infringement system including all matters referred to him by; the RD, Clerk of the Course, TC, DSA or any authorised official.

The IPO will:

- Act at all times in accordance with these Regulations
- Work in consultation with the Race Director and the Clerk of the Course to ensure that the rules are applied correctly, fairly and consistently
- Conduct or be a part of preliminary investigations and determine those matters that should be dealt with under the prescribed infringement system or brought before the Stewards of the Meeting for a hearing, including the review of all RD reports, TC reports, DSA reports, Officials reports, Team request for incident

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review forms and video images (including those from In-car cameras, and any commercial television production footage that may be available) .

- Determine whether a matter should be dealt with under the prescribed infringement system or referred to the Stewards of the Meeting for a hearing. Appear at any subsequent hearing to present evidence or submissions relevant to the investigation conducted by the IPO and to the hearing.
- Prosecute all matters which he refers to the Stewards of the Meeting.
- Make submissions on the matter of penalty (in accordance with these rules) when the Stewards of the Meeting, as a result of a hearing, have determined that a penalty should be applied.

In the absence (for whatever reason) of the IPO from a meeting, the responsibilities of the IPO will be assumed by the Race Director, Clerk of the Course or a person appointed by CAMS.

1.4 Series personnel – appointed by a Category Manager: In addition to any Series Personnel appointed by CAMS, a Category Manager (CM) may appoint series personnel who will have the authority to administer the various aspects of these regulations as detailed below. **Please note:** The appointment of any series personnel by a CM must be approved by CAMS and published in the relevant series regulations.

(i) **Technical Advisor (TA)**

The TA will be appointed by the CM and will liaise with competitors, Chief Scrutineer at each meeting to assist with ensuring the compliance of all automobiles with the technical regulations.

The TA may be called as an expert witness in relation to vehicle eligibility matters.

(ii) **Technical Director (TD)**

The TD will be appointed by the CM and will liaise with competitors, the TC and Chief Scrutineer at each meeting to assist with ensuring the compliance of all automobiles with the technical regulations.

The TD will have full authority to seal and unseal components as directed and authorised by the TC.

The TD may be called as an expert witness in relation to vehicle eligibility matters.

(iii) **Driving Standards Advisor (DSA)**

The DSA will be appointed by the CM and will advise the Drivers, the RD and the Stewards of the Meeting of the appropriate on-track driving standards and protocols. The DSA has the authority to recommend specific penalties to the Stewards of the Meeting for any breach of any on-track driving standards and protocols.

The DSA has the authority to observe and advise Drivers on the manner in which Drivers control Automobiles while on the race track, for the purpose of adherence to these regulations. This authority includes access to any video images (including those from In-car cameras, and the commercial television production).

The DSA will have free access to any Driver for the purpose of assisting the RD, IPO or the Stewards of the Meeting concerning any incident on the race track.

If the DSA considers a Driver has breached any regulations, the DSA has the authority to report that Driver to the RD or IPO for judicial action.

The DSA may assist the RD, IPO or the Stewards of the Meeting in any matter at their discretion.

(iv) **Category Administrator (CA)**

The CA will be appointed by, and act on behalf of the Category Manager and will be empowered to manage all relevant aspects of the Championship as detailed in these RMSR and the Championship Sporting and Technical Regulations.

1.5 Eligible Competitors: Persons participating must be holders of the appropriate licence issued by CAMS or another ASN as detailed in RMSR 2.8, as appropriate. In the case of International competition, only persons being the holders of International licences, issued by CAMS or another ASN, are eligible to enter or drive. Holders of International licences issued by an ASN other than CAMS are required to have their entry form endorsed by their parent ASN or to produce to the promoter an authority to compete (a Visa) in any event under CAMS jurisdiction.

1.6 Abandonment or cancellation of the Meeting: The promoters reserve the right to postpone or abandon any or all of the events. If, owing to unforeseen circumstances, a race is stopped before the completion of the full distance, the organisers shall have discretion (subject to the approval of CAMS and the provisions of NCR 115 & 116) regarding the awarding of prizes.

2. ENTRIES

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

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

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

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

2.4 Change of program: The promoters reserve the right to vary the program of events, and such changes must be approved by the Stewards of the Meeting.

2.5 Change of driver: If a competitor wishes to change or nominate a driver after the closing date of entries, he must apply to the Secretary of the Meeting for approval noting that there is no compulsion to accept such

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a change. After the publication of the program, such changes shall only be made with the approval of the Stewards of the Meeting.

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

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

2.8 Foreign participation in a National event: The following text must be incorporated into the documentation for a meeting to permit a Competitor or Driver holding a licence issued by an ASN other than CAMS to participate in that meeting:

SUPPLEMENTARY REGULATIONS

LICENCE REQUIREMENTS

Each Competitor must hold a CAMS Competition Licence unless they comply with (a) or (b) below. Each Driver must hold a minimum of a CAMS Provisional Circuit competition licence unless noted otherwise against a particular event or specified otherwise in the Sporting Regulations for the relevant Championship/Cup/Series/Trophy/etc or;

(a) hold a MotorSport New Zealand competition licence and Trans-Tasman Visa valid for the event; or

(b) hold a minimum of the highest grade National Licence issued by a foreign ASN together with an authorisation issued by that ASN for the event; Such Drivers and Competitors:

(i) will be ineligible to score points in any Championship/Cup/Series/Trophy/etc connected with the event; and

(ii) must receive an authorisation to compete from CAMS prior to the event;

The Organiser confirms that the circuit to be used for this event holds the necessary CAMS National Track licence for each of the events nominated in these Supplementary Regulations

ENTRY FORM

The Organiser confirms that the circuit to be used for this event holds the necessary CAMS National Track licence for each of the events nominated in these Supplementary Regulations.

3. INSURANCE

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

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

4. SCRUTINY

4.1 Targeted scrutiny: All automobiles will be subject to the provisions of the Targeted Scrutiny Program as detailed in the **CAMS Targeted Scrutiny Program Matrix.** The Targeted Scrutiny Program is an ongoing program which is based on a combination of routine and random audits of automobiles and driver's apparel to ensure that all equipment remains in compliance with all relevant regulations. Routine audits will be conducted on an automobile every 12 months or at every fourth meeting, whichever comes first.

Please note: Any references in these regulations to the Chief Scrutineer automatically includes all nominees appointed by the Chief Scrutineer.

4.2 Responsibilities of the Competitor: It is the responsibility of the Competitor to ensure full compliance with all provisions of the Targeted Scrutiny Program as follows:

- A Targeted Scrutiny Declaration must be completed and submitted with the entry form for each automobile entered for a meeting.
- Each automobile that is selected for an audit at a meeting under the Targeted Scrutiny Program must be presented in a complete and finished state at the time and location as advised by the Chief Scrutineer.
- All driver's apparel will be subject to random audits throughout the meeting and must be made available for inspection at any time as requested by the Chief Scrutineer.

4.3 Modifications to automobiles: Any automobile which is modified in any way which may affect its safety or eligibility, or which is damaged in an accident in such a way as to have a similar effect, must be submitted for scrutiny and approval before being used in competition again.

4.4 Examination for eligibility: Should the Clerk of the Course, and/or the Chief Scrutineer, at any time suspect that a automobile does not comply with these regulations, they may so advise the competitor, and/or team manager, and/or driver thereof and, failing receipt of an adequate explanation which they in their sole discretion consider satisfactory, may require the automobile to be examined, including such dismantling as may be necessary, to determine the points in question. Should such question/s arise before or during the meeting, it may be requested that such examination be postponed until after the meeting, and in such cases, immediately upon completion of the race the automobile is to be impounded until the examination is completed.

4.5 Accidents and scrutiny: Any damage incurred during any session or race may necessitate the vehicle being shown the black flag with orange disc and being returned to the pits forthwith for examination by the scrutineers.

Following rectification (if any) and satisfactory examination by the Chief Scrutineer, such automobile may rejoin the session or race at the discretion of the Clerk of the Course.

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Vehicles withdrawn from any session or race due to accident damage shall be returned to the scrutiny bay for examination by the Chief Scrutineer. They shall not be released to competitors other than upon the authority of the Chief Scrutineer.

4.6 Manufacturing and measuring tolerances: See Definitions - Technical (see "General Requirements for Cars and Drivers", CAMS Manual of Motor Sport).

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

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

4.9 Compliance: Any vehicle entered for the meeting must correspond with the detailed description contained in the relevant recognition form (as appropriate) and the log book issued for that automobile. Any variation may result in the vehicle being excluded, the forfeiture of any fees paid, and the application of other penalties at the discretion of the Stewards of the Meeting in accordance with the NCR, and specifically NCR 183(ii).

All automobiles and driver's apparel must comply with the provisions of the 2009 CAMS Manual of Motor Sport – "General Requirements for Cars and Drivers" as appropriate.

4.10 Eligible vehicles: Competing vehicles shall be such as comply with the specifications of 1st, 2nd, 3rd, 5th or 6th Category automobiles. Automobiles of any category shall compete only in such category, and may not change categories during the meeting. The organisers reserve the right to grade vehicles according to their estimate of each automobile's performance.

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

"In my view, the minor ineligibility noted in the log book of this 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.

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.

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

5. PRACTICE

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

5.2 Practice is compulsory:

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

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

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

(a) If the holder of a Level NC, CC or International circuit racing licence, and the driver has raced on the circuit previously, permission to race on race day may be given, but only in exceptional circumstances and at the discretion of the Clerk of the Course and Stewards of the Meeting. If granted, such driver will start their first race as appropriate, from the rear of the grid.

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

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

The grid positions for any subsequent race/s will be determined by the finishing order of the previous race with the winner of the previous race being placed on pole position and the remainder in the order in which they finished. If a driver failed to finish the previous race, he will be placed at the rear of the grid. If more than one driver failed to finish, they will be placed at the rear of the grid in order of the amount of laps completed. If a driver failed to start the previous race, he will be placed to the rear of all others and if there are more than one in this situation, they will be placed in order as decided by the organisers.

The promoters, subject to grid capacity limits, reserve the right to include up to four drivers on the rear of the grid regardless of qualifying times recorded, after considering application of the 130% rule.

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

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

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

In the event that qualifying times are not able to be published for any reason, the Chief Timekeeper must immediately notify the Stewards of the Meeting. If satisfied that the results are not accurate or are unreliable in any way, the Stewards of the Meeting will declare that the times for that session are null and void.

The Chief Timekeeper will then, subject to the approval of the Stewards of the Meeting, determine a grid for the start of the first race as appropriate.

6. RACING

6.1 Starter's orders: Drivers and vehicles are considered to have come under "Starter's Orders" if on the grid (or in pit lane) when the "5 second" signal is given. Having come under Starter's Orders for that race, such drivers and vehicles will be considered to have started the race.

6.2 Delayed start: If it is necessary to hold or delay the start, a board showing the words "START DELAYED" shall be shown to the starting grid and the yellow flashing lights will be shown at the start line. If the red light has been switched on, it must remain on.

If a flag is to be used to give the start signal and has been raised, the starter shall furl the flag before lowering it.

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

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

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

(i) **Start procedure**

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

Step 1. Championship Start – (3 Minute)

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

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

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

When one minute remains before the formation lap, a warning will be sounded and a "1 Minute" board displayed by the Starter. The grid will be cleared of all personnel and the automobiles' engines started. If an automobile does not start, or stalls, the driver shall raise one hand high. The automobile may be push-started by officials, or, if so directed by the officials, by the pit crew, after the rest of the field has left the grid

Access to the grid will be closed at this time and automobiles not having reached the rear of the grid should be driven into pit lane from where they may start the race after all other automobiles have passed the Pit Exit as specified below, or held at the rear of the grid until the start signal, these automobiles also being considered eligible to start.

When 30 seconds remain before the formation lap, a warning will be sounded and a "30 Second" board will be displayed by the Starter. When the green flag is displayed by the Starter, all automobiles may then proceed on a formation lap led by the automobile on pole position.

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

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

Drivers must not stop and do "burn outs" at anytime during the formation lap.

Step 2. Non-Championship Start – (1 Minute)

A "1 Minute" board will be displayed by an official in the marshalling area and the automobiles' engines started. On the instructions of an official, automobiles will leave the marshalling area for a formation lap. If a automobile does not start, or stalls, the driver shall raise one hand high. The automobile may be push-started by officials, or, if so directed by the officials, by the pit crew, after the rest of the field has left the marshalling area. Once automobiles have left the marshalling area and cleared pit lane, the pit exit shall be closed; automobiles that require a push start or are held at pit exit may start the race from pit exit, as detailed below.

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

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

Drivers must not stop and do "burn outs" at anytime during the formation lap.

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Step 3. Starting the Race – Standing Start

For a standing start, Step 1 or Step 2 will be applied up until the "1 Minute" signal is given as detailed in the relevant regulations.

Following the formation lap, when the starter is satisfied that all automobiles are correctly positioned the starter will indicate that there are approximately five seconds before the red light is switched on. When the "5 Second" signal is given, automobiles which are on or approaching the grid, or in pit lane, shall be considered to have come under Starters' orders.

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

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

Flashing yellow lights will indicate a delayed formation lap or aborted start, and the "Start Delayed" board will be displayed. In this case the start procedure will recommence from the "1 Minute" signal, and the race may be shortened by the Stewards of the Meeting for each aborted pre-race lap completed.

Any driver who is delayed leaving the grid at the start of the formation lap may not overtake another moving vehicle if their vehicle was stationary after the remainder of the vehicles had left the grid, and must start the race from the rear of the field. If more then one driver is affected in this way, they must form up at the rear of the field in the order they left to complete the formation lap.

Any automobile which encounters a problem during the formation lap, or is unable to keep up or is unable to take its place on the grid, may be driven into pit lane instead of proceeding to the grid (or held at the rear of the grid if having passed the pit entry). The automobile may then start the race from the pit exit (having come under Starter's Orders), but only on the direction of an official, and after the rest of the field has passed the pit exit. If the automobile is driven to the grid instead of to the pit lane, officials may direct it to start the race from the rear of the grid.

Any automobile which is still on the grid after the starting signal has been given may be pushed, but only by officials or others specifically authorised to do so.

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

Step 4. Starting the Race – Rolling Start

For a rolling start, Step 1 or Step 2 will be applied up until the "1 Minute" signal is given as detailed in the relevant regulations.

Prior to the "1 Minute" signal being shown to the field, an official vehicle will be positioned at the front of the field. At the one minute signal its flashing roof lights will be turned on.

The "1 Minute" signal will be shown to the field and the grid will be cleared of all personnel. When 30 seconds remain before the formation lap, a warning will be sounded and a "30 Second" board will be displayed by the Starter. When the green flag is displayed by the Starter, all vehicles may then proceed on the formation lap, led by the official vehicle (with flashing lights) followed by the vehicle on pole position. During the formation lap, vehicles will maintain their starting order with the pole position driver leading, keeping the 2x2 formation as tight as possible. Passing is only permitted if a vehicle is delayed when leaving its grid position or a vehicle has obvious problems and a vehicle behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving vehicle if his vehicle was stationary after the remainder of the vehicles had left the grid, and must start the race from the rear of the field. If more then one driver is affected in this way, they must form up at the rear of the field in the order they left to complete the formation lap.

The speed of the official vehicle will be approx. 80 km/h during the formation lap, and each vehicle in the field must maintain position within five automobile lengths of the automobile in front, Should this speed be different, drivers will be advised at the drivers' briefing.

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

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

Unless the Clerk of the Course instructs otherwise, as the field approaches the end of the formation lap, the official vehicle will turn off its flashing lights, then enter pit lane or other designated position. The field will proceed on, led by the vehicle on pole. Each automobile must maintain its position, with no overtaking or overlapping permitted, until after the signal to start is given and the automobile has crossed the start line. The lead vehicle must maintain a speed of between 75 and 85 km/h until the signal to start has been given.

If the Starter is satisfied that all vehicles are correctly positioned as the vehicles approach the start line at the end of the formation lap he will indicate the start of the race by waving the green flag to the field, or if lights are to be used, until the red lights are switched off and the green light switched on.

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After the signal to start has been given, each driver must maintain his position in the grid and not deviate significantly to either side of the line of vehicles in front until his vehicle crosses the start line, unless a vehicle in front slows with an obvious problem. Any driver not complying with this requirement will be deemed out of position and may be penalised by way of a pit lane penalty as determined by the Clerk of the Course / RD and/ or by some other penalty as may be determined by the Stewards of the Meeting.

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

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

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

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

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

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

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

6.9 Pit area: During the course of any event, equipment expected to be necessary during an impending pit stop may be left in pit lane, but only for a period commencing approximately two laps before the expected pit stop, and ending immediately after the vehicle leaves the pits.

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

The pit lane speed limit will be published in the event Supplementary Regulations and/or any category Sporting Regulation and will be displayed at pit lane entry. This speed limit will apply in pit lane at all times as appropriate. If this limit is exceeded, the Clerk of the Course / RD may apply a pit lane penalty and/or the driver may be referred to the Stewards of the Meeting.

6.10 Pit stops: Unless specified otherwise in Series or Supplementary Regulations, the following shall apply.

A maximum six persons are permitted to work on an automobile at any time whilst participating in any event. Of the six persons permitted to assist with any pit stop, one must be dedicated to the role of Car Controller. The Car Controller is responsible for the safe conduct of the pit stop and specifically for the safe release of the car back into pit lane at the conclusion of the pit stop.

All persons in pit lane during competition must be able to show evidence of having signed a pit lane indemnity.

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

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

In the event of any automobile being delayed beyond the normal time taken for tyre change and refuelling, officials may, in the interest of safety, require and permit the automobile to be removed from the pit apron, but only under such conditions are already specified for pit stops.

The drivers of automobiles rejoining the race after a pit-stop must obey the directions of all officials concerned, and any signals shown at pit exit.

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

6.11 Race finishers, and awards: The winner of any race, unless otherwise specified in Supplementary Regulations, will be the automobile that crosses the finish line first (where automobiles start at the same time), or completes the prescribed distance in the shortest time (where automobiles start at different times), or covers the greatest distance in the time allowed (where automobiles race over a set time) having regard for the fact that:

(i) should the chequered flag be shown before the prescribed distance (or time) has been reached by the leader, the race shall be considered to have finished at the time such flag was shown;

(ii) should the chequered flag be shown after the prescribed distance (or time) has been reached by the leader, the race will be considered to have been finished at the time the prescribed distance was covered (or time elapsed); and

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

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shown.

In all cases, the results shall show:

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

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

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

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

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

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

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

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

The automobile will be clearly marked "SAFETY CAR" on the rear and sides. Alternatively, with the approval of the Clerk of the Course an electronic sign may be attached to the roof to display the words "SAFETY CAR".

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

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

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

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

When notified of the Safety Car intervention (by flag signals and SC boards), all competing automobiles will immediately reduce speed and cease racing. During the race, the Safety Car with its flashing lights on will start from the pit lane and will join the track regardless of where the race leader is.

When the Safety Car joins the track, the competing automobiles will line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car.

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

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

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

While the Safety Car is in operation, competing automobiles may stop at their pit, but may only rejoin the track when the pit exit is open. Pit exit will be open at all times except when the Safety Car and the line of automobiles following it are about to pass, or are passing the pit exit and also during the re-start. The Clerk of the Course may elect to reduce the amount of time that pit exit is open solely to allow any cars positioned at pit exit to rejoin the line, and if this is to happen, each competitor must be notified either by regulation or briefing. An automobile rejoining the track must proceed at reduced speed until it reaches the end of the line of automobiles behind the Safety Car.

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

When the Safety Car has pulled off the circuit and the automobiles are approaching the Control (Timing) Line, a green light/green flag will be shown at the Control (Timing) Line to signal the restart. Each flag post

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will then show a green flag. The green flags will be withdrawn after one lap. No automobile may overtake or overlap another until it has crossed the Control (Timing) Line after the signal to restart has been given.

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

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

Starting the race behind the Safety Car

In exceptional circumstances (eg, heavy rain, partially flooded track etc.) a race may be started behind the Safety Car. To facilitate this, the Safety Car may be brought to the front of the grid prior to the formation lap. If the Safety Car is then not to be used for the start, at the "5 Minute" signal for endurance races or the "2 Minute" signal for sprint races, the Safety Car will complete one lap of the circuit and enter pit lane.

In any case, if a start behind the Safety Car is required, the Safety Car will be brought to the front of the grid and at any time before the "1 Minute" signal and its flashing yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights or green flag is shown, the Safety Car will leave the grid with all automobiles following in grid order, in single file and no more than five automobile lengths apart. As the leading automobile crosses the starting line at the end of the formation lap, the race will be deemed to have started whether the Safety Car remains at the front of the field or is withdrawn.

The Safety Car will continue to be used until the Clerk of the Course is satisfied that it can return to pit lane, allowing the field to commence racing following the normal Safety Car procedure.

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

6.13 Stopping the race:

(i) Should it become necessary to stop a race because the circuit is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order the red flag to be displayed simultaneously at all marshals' posts. When the signal is given, all vehicles shall immediately reduce speed and not overtake other competing vehicles, in the knowledge that:

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

(ii) The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given.

Case A – Fewer than two full laps

(a) If the race can be restarted:

- The original start shall be deemed null and void.
- The length of the restarted race will be the full original race length unless the Stewards of the Meeting approve a shorter length.
- The drivers who were eligible to take part in the race shall be eligible for the restart, only in the vehicle in which they started the aborted race.
- After the signal to stop the race has been given, all vehicles able to do so will proceed slowly and directly to:
  - the pit lane; or
  - (if the grid is clear) to their original grid positions; or
  - (if the grid is not clear) to a position behind the last grid position as directed by the marshals.
- All vehicles may be worked on, save that refuelling is prohibited. If work is carried out on the grid, this must be done at the vehicle's original grid position and must not impede the new start.

(b) If the race can not be restarted then it is deemed "No Race". No point or awards may be awarded.

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

(a) If the race can be restarted:

- Other than the race order as at the start of the lap before the lap in which the red flag is shown and the number of laps covered by each driver the original race will be deemed null and void.
- The length of the restarted race will be two laps less than the original race distance, less the number of laps completed by the leader before the signal to stop was given, unless the Stewards of the Meeting approve otherwise.
- The grid for the restarted race shall be the order in which the automobiles were in on the track at the time the red flag was shown. The grid positions will not be closed up should any automobiles be unable to restart.
- Event Finishing positions will be determined by the final positions at the completion of the restarted race. Prior to the restart, each driver shall be credited with the number of laps completed in the declared results of previous part/s.

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- Only vehicles which took part in the original start will be eligible and then only if they returned under their own power by an authorised route to either the pit lane, to a position behind the last grid position as directed by the marshals, or to the grid.
- Vehicles may be worked on in the pits or on the grid. No refuelling is permitted at this time – see below. If work is carried out on the grid, this must be done at the vehicle's correct grid position and must not impede the restart.
- If a vehicle returns to the pits for refuelling, such refuelling may only commence after the restart, after which the vehicle may rejoin the race.

(b) If the race can not be restarted then, the situation will be handled in the same manner as for Case C below.

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

The vehicles will be sent directly to the *parc fermé* and the race will be deemed to have finished and the results shall be the race order as at the start of the lap before the lap in which the red flag is shown.

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

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

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

7. CODE OF CONDUCT

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

Definition of Track

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

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

7.1 Overtaking:

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

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

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

However, manoeuvres liable to hinder other drivers such as premature changes of direction, more than one change of direction, deliberate crowding of vehicles towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited. The repetition of dangerous driving, even involuntary, may result in exclusion from the race.

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

(v) The penalty inflicted for ignoring the blue flag will also be applied to the drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction. Penalties shall be applied to drivers who move from one side of the track to the other in order to prevent other competitors from overtaking.

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

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

7.2 Stopping of an automobile during a race:

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

(ii) Should a driver be compelled to stop the vehicle, either involuntarily or for another reason, the vehicle shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent normal running of the race. If the driver is not able to move the vehicle out of a potentially dangerous position, it is the duty of the marshals or other officials to help, provided they can do so without prejudice to their other duties.

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In that case, if the driver succeeds in restarting the vehicle without any external help, and re-joins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the vehicle to a safer position, the driver shall not be excluded from the race.

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

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

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

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

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

7.3 Entrance to the pits:

(i) The "deceleration zone" between the race circuit and pit lane is deemed to be part of the pit lane.

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

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

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

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

8. JUDICIAL PROCEDURES

(i) Judicial matters at, or arising from any meeting may normally be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to competitors, drivers and officials.

(ii) At the request of the Clerk of the Course, RD or IPO, or in exceptional circumstances, at their own initiative, the Stewards of the Meeting may inquire into an occurrence at or arising from a meeting.

(iii) All relevant persons may be required to attend the inquiry. Notice to attend will normally, but not necessarily, be in writing and will include the details of the matter under investigation.

(iv) At the inquiry, before commencing, the Stewards of the Meeting must inform the person, the subject of the inquiry, of the nature of the matter referred to them or of the alleged dispute or offence and that as a result of the inquiry penalties may be imposed. Competitors or drivers must present their case in person and may only have representation with the prior express approval of the Stewards of the Meeting. If the Stewards of the Meeting provide such approval, this representative must not be a current or former legal practitioner.

(v) The inquiry will be conducted as the Stewards of the Meeting determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses will be conducted by the Stewards of the Meeting.

(vi) Competitors or drivers must be made aware of all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.

(vii) For any National Series/Championship. a "Request for Investigation" form as distributed by the CM may be completed by any Driver and submitted to the Clerk of the Course, RD or DSA (as appropriate) within 30 minutes of the end of a session or race in which the offence is alleged to have occurred.

(viii) Should guilt be established as a result of an inquiry, any submission to be put to the Stewards with regard to penalty will be made, so as to avoid the necessity for a separate re-convening of the inquiry to consider an appropriate penalty.

(ix) Decisions will normally take effect immediately they are made.

(x) Affected Competitors or Drivers will be advised of any decision as soon as practicable after it has been made.

(xi) Where possible, written decisions will be provided as soon as practicable after the completion of the inquiry.

(xii) The Stewards shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.

(xiii) In addition to penalties provided in the National Competition Rules, the Stewards may also apply;

(a) A penalty by the way of the addition of time up to a maximum of one minute to the total race time of any race for a breach of the NCR, the Supplementary or Sporting Regulations.

(b) A penalty by way of a deduction of Series/Championship points, to a maximum of (the total number of points possible to be scored by any one driver ant any round of a Series/Championship) points may be imposed on a driver for a breach of the NCR, the Supplementary or Sporting Regulations.

(c) Any penalty listed in these RMSR, the Series/Championship Sporting and Technical Regulations.

(xiv) All persons affected by or concerned in an inquiry will be bound by the decision or determination of the Stewards of the Meeting, subject only to rights of appeal pursuant to Part XIII of the NCR.

(xv) For any National Series/Championship, in the event that the Stewards of the Meeting commence an inquiry, and do not make a decision during the meeting at which the inquiry was commenced, the inquiry may be re-convened by the Stewards of the Meeting at the following round of the Series/Championship.

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(xvi) For any National Series/Championship, any technical or sporting issue which becomes apparent between rounds of the National Series/Championship, may become the subject of a Steward's inquiry at a subsequent round of the Series/Championship.

9. PENALTIES

9.1 Penalties Issued by the Clerk of the Course: A breach of any regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of up to a one-minute penalty to be added to the race time or to each qualifying lap, for each and every breach without prejudice to further penalty as provided hereinafter.

When occurring during a race, a breach of any regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of a time, stop/go or pit lane drive through penalty.

9.2 Notification of time penalties:

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

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

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

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

9.3 Pit lane penalties: Where the NCR, any appendices thereto, or the Supplementary Regulations governing a specific event or meeting provide for a penalty expressed as time for an infringement thereof, the Clerk of the Course may call such offending driver into the pits by use of the black flag, and keep that automobile and driver in the pits for such period that he believes appropriate; and in such a case, no further time penalty will be applied to that driver for that infringement.

9.4 Minimum penalties: The following minimum penalties must be applied by the Stewards of the Meeting if a breach of the corresponding regulation has been established.

Please note: The penalties detailed in the table below are minimum penalties for established breaches of the regulations detailed. These penalties may be increased by the Stewards of the Meeting.

Minimum Penalties to be applied to Breaches of Regulations as detailed

Regulation			Penalty		
			Club	State	National
Drivers' Briefing	Non-attendance, no signature		$100	$250	$500.00
	Late attendance		Warning	$100	$250.00
Pit Lane Speeding	Limiter	+1 to +3 km/h	Verbal Warning		
		+4 to +10 km/h	$100	$200	$300.00
		+11 to +15 km/h	$200	$300	$500.00
		+16km/h and above	$300	$500	Above + $100.00 per km/h over
	Non-limiter	+1 to +3 km/h	Verbal Warning		
		+4 to +10 km/h	$50	$100	$150.00
		+11 to +15 km/h	$100	$150	$250.00
		+16km/h and above	$250	$300	Above + $100.00 per km/h over
Technical Infringement	Ineligible Automobile		Exclusion		
	Tyre Regulations		Exclusion		
Start Procedure	False Start		Drive-through Penalty		

10. GENERAL

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

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

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

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

(i) (if occurring during racing) the competing automobile being black-flagged and/or action taken under Regulation 9.1 hereof; or

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(ii) such action as provided for in NCR 183 (refer NCR 144) or as detailed in RMSR 8.

10.5 Prohibited areas: Only such persons and vehicles as may be, in the opinion of the promoters, necessary or essential for the conduct of the meeting shall be permitted inside the safety fenced area. Access to such area by any person other than those for whose use passes are specifically issued or misuse of such passes may result in disciplinary action against any competitor concerned.

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

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

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

Conditional awards may be based only on the following possibilities:

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

10.8 Noise: Organisers shall have the necessary noise measuring devices in place, and that they shall be in operation throughout the entirety of race meetings.

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

Vehicles which record in excess of 95 dB(A) at any time may be removed from the circuit and not permitted to resume practice or racing until the promoters are satisfied that the problem has been rectified.

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

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

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

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

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

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

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

(v) A Dorian Data 1 timing transmitter must be fitted to each competing automobile and must be functioning during all sessions on the track. Transmitters are to be fitted to formula cars in the position agreed to by the appropriate category management; for all sedan based vehicles that position shall be the left front footwell or right front footwell for left hand drive vehicles or as specified in the category regulations.

10.10 Drivers' briefings: Each Driver must attend the drivers' briefing. The time and location of this briefing will be detailed in the Supplementary or Further Regulations for the meeting.

The attendance sheet must be signed by the Driver to confirm attendance. Failure to sign or to attend any compulsory briefing will result in a fine as per the table of minimum penalties as detailed in these RMSR.

Late attendance (after the briefing has commenced) at any compulsory briefing will result in a fine as per the table of minimum penalties detailed in these RMSR.

10.11 Refuelling/de-fuelling in pit lane: Refuelling/de-fuelling in pit lane is not permitted at any time unless it is expressly authorised in the Supplementary or Further Regulations for a meeting.

10.12 Notice on safe working conditions: Both the Organisers and CAMS have OH&S policies which are available on their relative web sites and from the Race Administration Office in the Control Tower.

Competitors are responsible at all times for the working conditions of their pit crews and other team members at all times, and for any contractors they may have in attendance at the Meeting to assist them. They must ensure that all applicable safe working conditions and practices (for example, as would be appropriate in industry or workshop) are met at all times.

Any injuries or "emergencies" experienced by the Teams must be reported to the Race Administration Office as soon as practicable to enable an appropriate emergency response, and to allow for the organisers to comply with Worksafe reporting requirements.

II. SPECIFIC REQUIREMENTS FOR NATIONAL SERIES/CHAMPIONSHIPS

Unless otherwise approved by CAMS and detailed in Event Regulations, the following regulations will apply to all National Series/Championship as appropriate:

11.1 Exhaust venting: When warming up an automobile's engine the automobile must be moved outside its Pit Garage unless either an extraction fan or an exhaust extension, which directs exhaust fumes outside the Pit Garage, is used.

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11.2 Fire extinguishers in garages: Each Competitor is required to provide, for each automobile entered, a minimum of one operable 4.5kg ABE powder fire extinguisher complying with Australian standard AS 1841.5, on display at all times in the automobile's garage area. It must be clearly marked with the automobile number and category (eg, FF 63) in writing not less than 50mm high.

11.3 Meeting rides: Any meeting ride session must only be conducted in compliance with the following:

- Each person intending to be a passenger in any meeting ride must read and sign an "Exclusion of Liability" or "Release and Assumption of Risk" form before entering any automobile for the purpose of completing a meeting ride.
- The minimum age for any passenger completing a meeting ride is 16 years of age. Any passenger between 16 and 18 years of age must have the written consent of their parent/guardian prior to any meeting ride commencing.
- Meeting rides must only be conducted using an automobile which is being driven by a specified driver, both of which have been entered for the meeting.
- Any automobile in which a meeting ride is to be conducted must be fitted with **all** relevant safety equipment fitted for the passenger, as is required and complying to the same standards of that of the driver. Dorian Data 1 timing transmitters must be fitted and functional for the duration of any meeting ride session.
- Any passenger participating in a meeting ride session must be fully attired as per the requirements of Schedule D of "General Requirements for Cars and Drivers" in the 2009 CAMS Manual of Motor Sport.
- Meeting rides must always be conducted comfortably and clearly within the limits of the automobile and it's driver and at less than racing speed. The driver must not lose control or allow the automobile to leave the race track at any time while a meeting ride is being conducted.
- The format of any meeting rides will be advised prior to the meeting ride session commencing but normally meeting rides will consist of two laps (ie, one x **"Out"** lap followed immediately by one x **"In"** lap only).
- All meeting rides will be conducted exclusively as directed by the Clerk of the Course or RD who will be based in Race Control. No automobile is permitted to enter the circuit during a meeting ride session unless specifically instructed to do so by Race Control.

11.4 Compulsory pit stops (CPSs): Where Event Regulations specify that one or more CPSs must be conducted during a race, these CPSs must be conducted in compliance with the following regulations:

- All CPSs must completed in compliance with the following requirements:
- All CPSs must be completed within the "CPS window" which will be specified in Event Regulations. The Event Regulations will specify when the CPS window opens, and then closes. This opening and closing of the CPS window may be expressed in terms of time from the start of the race or number of laps completed.
- A maximum of persons, who are the only persons permitted to be in pit lane to assist with any CPS, will be specified in the Event Regulations. No assistance from any other person is permitted.
- Of the number of persons permitted to assist with any CPS, one must be dedicated to the role of Car Controller. The Car Controller is responsible for the safe conduct of the CPS and specifically for the safe release of the car back into pit lane at the conclusion of the CPS. The Car Controller must not have any other role, and must not assist in any way with the CPS.
- A CPS may be carried out while the Safety Car boards and flags are being displayed.
- Discretionary Pit Stops (DPS) may be made at any time and must be completed in compliance with all CPS regulations.

Tyre Change CPS

- During the Tyre Change CPS, a minimum of 1 wheel must be changed on the car. If a competitor chooses to refit the same wheel to the car it must first be removed and laid flat on the ground, both hands must be removed from the wheel before it is the refitted to the car. The only equipment that may be used for the wheel change shall be one manual hydraulic jack and a cross brace type wheel brace. This wheel brace may not be modified in any way other than it is permitted to attach a deep socket in place of the original socket where appropriate.
- The TC will be the sole arbiter with regard to the compliance of equipment with this regulation and his opinion in this regard will not be the subject of any appeal or protest.

Driver Change CPS

- During the Driver Change CPS, the driver that started the race must exit the car and the other nominated driver must enter the car and complete the race. Other work is permitted.

11.5 Pit lane speed limit: The pit lane speed limit for all CAMS National Series/Championships (except for the Australian Formula 3 Championship) is 40 km/h.

The pit lane speed limit for the Australian Formula 3 Championship is 60 km/h.

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