



Standing Regulations

(Including Speed Events)

© 2023 Australian Auto-Sport Alliance (AASA)

Version 2.6



INDEX

1	RACE MEETING STANDING REGULATIONS	4
1.1	Administration	4
1.2	Racing Licences	4
1.3	Abandonment, Cancellation or Program Changes	4
2	ENTRIES	4
2.1	Entry Acceptance or Rejection	4
2.2	False or Incorrect Information on Entry Form	5
2.3	Entrants' Reserve List	5
2.4	Mail Delivery	5
2.5	Facsimile	5
2.6	Entry Fee	5
2.7	Legal Ownership of Vehicle	5
2.8	Complete Entry Form	6
2.9	Entry Form Contents	6
2.10	Drivers	6
2.11	Safety Requirements for Drivers	7
2.12	Insurance	7
2.13	Scrutineering	7
2.14	Practice	8
2.15	Grid Positions	9
2.16	Qualifying	9
2.17	Starting Position Determination	9
2.18	Starting in a Race	10
2.19	Multi-Part Events	10
2.20	Start Procedures - Standing Start	10
2.21	Rolling Start	11
	(a) Green Flag / Rolling Start	11
	(b) Race Stop	11
	(c) Race Stop / Re-start Before One Lap Completion	12
	(d) Race Stop / Re-start After One Lap Completion	12
	(e) Race Stop / Adverse Circumstances	12
2.22	Safety Car	12
	(a) Identification	12
	(b) Personnel	12
	(c) Use of Safety Car	13
	(d) Deployment of Safety Car	13
	(e) Starting the Race behind the Safety Car	14
2.23	Stop/Go Penalties	14
2.24	Retirement	14
2.25	Start / Finish Line	15
2.26	Official Completion	15
2.27	Race Length Extension	15
2.28	Handicapping	15
2.29	Starter Motors	15
2.30	Driver	15
2.31	Windscreen	15
2.32	Signalling	16
2.33	Pit Area	16
2.34	Reserve Containers	16
2.35	Pit Stops	16
2.36	Circuit Breakdowns	17

2 Version 2.6 - Standing Regulations (Including Speed Events) 2023



2.37	Race Finishes	17
2.38	Stopping the Race	17
2.39	Re-starting the Race	17
2.40	Driving Rules	18
2.41	Penalties	19
2.42	Naked Flame	19
2.43	Consumption of Alcohol	20
2.44	Drugs	20
2.45	Safety Fence/Prohibited Areas	20
2.46	Access to the Track	20
2.47	Speed Limit - Paddock Areas	20
2.48	Noise Generation	20
2.49	Flag Signals	20
3	SPEED EVENTS STANDING REGULATIONS	21
	(a) Autocross:	21
	(b) Hillclimb:	21
	(c) Lap Dash/Sprint:	21
	(d) Supersprint:	21
3.1	Licences	21
3.2	Timing	21
3.3	Re-runs	21
3.4	Replacement Vehicle	21
3.5	Practice	22
3.6	Procedures	22
3.7	Flags	22
3.8	Penalties	22
3.9	Scrutineering	22
3.10	Safety Requirements	22
3.11	Broken Down or Unauthorised Vehicles	23
3.12	Order of Starting	23
3.13	Forfeiture of Run	23



1 RACE MEETING STANDING REGULATIONS

1.1 Administration

Race Meetings under the Australian Auto-Sport Alliance Inc (hereafter referred to as AASA), in the interests of consistency in the administration and enhancement of safety, are conducted under AASA National Competition Rules and these Standing Regulations.

At each event, the Secretary of the Meeting may issue supplementary regulations reflecting the particular concerns of the Race Meeting's organising body and/or the Clerk of Course;

The Secretary of the Meeting shall provide, on request for inspection, a list of the personnel officiating at the Race Meeting.

1.2 Racing Licences

All competitors must hold the appropriate AASA issued license for the respective event.

1.3 Abandonment, Cancellation or Program Changes

The organisers of race meetings, at AASA member circuits:

- (a) reserve the right to cancel, postpone or change the program, prior to the commencement of the relevant Meeting;
- (b) reserve the right to change the program or abandon a Meeting, in consultation with the Stewards and Clerk of Course, at any time following its commencement.

The allocation of prizes and/or awards, where an event is stopped before completion, shall be in accordance with the AASA National Competition Rules.

2 ENTRIES

Event organisers reserve the right to decide the maximum number of entries that will be accepted for each event. Such must be stipulated on the entry forms.

Competitors shall use the official forms provided, by the Secretary of the Meeting, to indicate their interest in competing.

2.1 Entry Acceptance or Rejection

The Secretary of the Meeting:

- (a) has the right to indicate the maximum number of entries for each event;
- (b) has the right to accept or reject any entry, at his/her total discretion and without providing explanation, up until the close of nominations;
- (c) has the right to refuse any entry, thereafter, on the grounds that the Driver and/or vehicle involved may constitute a threat to the safety of other competitors, circuit personnel and/or spectators. With such refusal, the Secretary of the Meeting must provide explanation and the relevant Driver has the right of appeal to the Stewards;



- (d) in the situation where there are more entries than the number of starting positions available for an event may, in consultation with the Clerk of Course and the Stewards, accept entries in order of receipt, or by ballot one day following the close of nominations.

Non-acceptance of an entry due to safety reasons shall be communicated to the applicant by email, facsimile or letter, within seven days of receipt of the entry by the Secretary of the Meeting and at least 14 days prior to the Race Meeting.

2.2 False or Incorrect Information on Entry Form

Shall render the entry null and void.

2.3 Entrants' Reserve List

Applicants unsuccessful due to excessive competitor numbers, may be offered a position on an Entrant's Reserve List. This offer shall be communicated to the applicants by email, fax or letter, within seven days of the finalisation of accepted entrants and at least 14 days prior to the Race Meeting.

Immediately upon a vacancy occurring among accepted entrants, the Secretary will notify the listed applicants of this opening by telephone, email, facsimile or mail, whichever is judged to be the quickest method of contact in the circumstances, beginning with the first on the list and continuing, if necessary, until the vacancy is filled.

The acceptance of this vacancy must be immediately confirmed in writing by the successful applicant, by email, facsimile or mail.

2.4 Mail Delivery

It shall be permissible to accept entries arriving by the first mail delivery after the prescribed date of closure of entries.

2.5 Facsimile

Entries may be provided by way of facsimile, subject to the entry fee being received by way of electronic banking transfer, or credit vehicle details, no later than the first banking day after the closure of entries.

2.6 Entry Fee

An entry shall be null and void if the appropriate specified entry fee is not received within the prescribed time.

2.7 Legal Ownership of Vehicle

Only the legal owner of a vehicle shall be entitled to enter the vehicle in any competition. Where entry is facilitated by another, a letter authorising such, signed by the legal owner or, where a corporation, a duly authorised representative of that corporation, must accompany the entry form.



2.8 Complete Entry Form

An entry form that does not include all the information requested of the entrant/vehicle owner, shall be null and void, save that the Secretary of the Meeting, entirely at his/her discretion, may contact the intending entrant, no later than one working day after entries have closed, to seek detail to complete the entry form.

2.9 Entry Form Contents

All entry forms shall include a paragraph stipulating the maximum number of entries that will be accepted for each event, a AASA indemnity/waiver statement in accordance with the AASA Risk **Management protocols and shall contain**, as a minimum, the following sections for completion by the entrant:

- (a) full names and addresses of the entrant/vehicle owner, driver/s, passenger/s (with direction to “please print clearly”);
- (b) licence number of entrant and driver/s;
- (c) type of vehicle entered (with direction to “please print clearly”);
- (d) signature of the entrant;
- (e) signature of all drivers;
- (f) date of signing;
- (g) full name and address and signature of parent or guardian indicating approval, if driver or crew member is between 16 and 18 years of age (with direction to “please print clearly”).

The form shall contain, for completion by the Secretary of the Meeting, a section:

- (a) for the acknowledgement of receipt of the entry and the date of such receipt;
- (b) for date and time of the official acceptance of the entry.

2.10 Drivers

- (a) Change of Driver - permitted:
 - i. by way of amended nomination, up to the closing date of entries;
 - ii. between the closing date of entries and publication of the program, only with the permission of the Clerk of Course and with the necessary signed documentation;
 - iii. following publication of the program, only with the approval of the Stewards, Clerk of Course and Secretary of the Meeting. Such approval must be unanimous and must be accompanied by the necessary signed documentation.
- (b) Where supplementary regulations allow Drivers within a team to change vehicles during practice and qualifying - once qualified, Drivers may only drive the vehicle for which they have officially been nominated.
- (c) In circumstances where the Clerk of Course, at his/her sole discretion, has permitted the substitution of a similar vehicle during practice sessions, lap times at practice will not be assessed for grid positions or any awards.



NOTE

The opportunity for use of a substitute vehicle is not available for state and national championship events.

2.11 Safety Requirements for Drivers

- (a) Approved non-flammable clothing and footwear, with clothing extending from ankles to neck and wrists;
- (b) Safety helmet - being those with the following markings:
 - i. AS1698 Australian Standard
 - ii. Snell SA95, M90, SA95, SA2010, SA2015, SA2020 USA Standard
 - iii. SFI Spec 31.1, 31.2, 31.1A, 31.2A USA Standard
 - iv. E22 (with 03, 04 or 05 amendments) European Standard
 - v. BS 6658-85 Type A and A/FR (including amendments) British Standard
- (c) Helmet with full face visor, or helmet with goggles for open vehicles;
- (d) Fuel restricted to commercial fuel, except for historic vehicles, which may use alcohol fuels in compliance with Supplementary Regulations;
- (e) External blue triangles (15cm sides) indicating location of battery, or isolation switch.

2.12 Insurance

Personal Accident - drivers, relief drivers, pit crew and officials are covered by personal accident insurance.

2.13 Scrutineering

The onus is on the Competitor to present his/her vehicle for scrutiny at the appropriate times, in a state of readiness to race.

- (a) No modification of a vehicle shall be permitted after scrutineering, unless at the direction of, and supervision by, the Scrutineer appointed to that vehicle.
- (b) The vehicles presented must comply with the appropriate log book, which must be made available to the Scrutineers.
- (c) In order to establish eligibility Scrutineers may, at their absolute discretion, demand dismantling of a vehicle before, or after, the practice session or race.
- (d) Should a Scrutineer question eligibility of a vehicle, such shall be noted in the entrant's log book.
- (e) In the event of such notation:
 - i. The log book must be presented to the Chief Scrutineer and, at his/her discretion, he/she may make the decision as to whether the vehicle's participation in the practice sessions and/or the race, is to be permitted;



- ii. At the request of any competitor (including the competitor who owns the log book), the log book may also be presented to the Stewards in order to appeal the Chief Scrutineer's decision. The Stewards, in consultation with the Chief Scrutineer, and at their discretion, have the right to uphold or reject the Chief Scrutineer's decision. Should it be necessary, they may prohibit the entrant's participation in practice sessions and/or the race.
- (f) A vehicle which has incurred body damage during practice sessions or the race may be black flagged. The Scrutineers may agree to a rectification of the vehicle's circumstances. If such rectification is regarded as satisfactory by the Chief Scrutineer, the vehicle may then rejoin the practice session or race, in a manner prescribed by the Clerk of Course.
- (g) Scrutineers shall assess compliance by reference to the relevant recognition form.
- (h) If a tolerance or range is expressed in the recognition documents, then such shall apply. If no tolerance is expressed in the recognition documents, Scrutineers shall apply the following manufacturing tolerances in their assessment of vehicles:
 - i. All machining (except bore and stroke) including fan, crankshaft bearings, connecting rod bearings, valves, exit port of carburetor, venturi, exhaust and clutch: ± 0.2 %
 - ii. Distance from gudgeon pin centre line to highest point of piston crown: ± 0.5 %
 - iii. Unfinished castings: + 4 % - 2 %
 - iv. Cam lift: + 1 %
 - v. Weight of flywheel, clutch, crankshaft, connecting rods, pistons: + 7 % - 0.3 %
 - vi. Width of vehicle at front and rear axles + 1 % - 0.3 %
 - vii. Wheelbase: ± 1 %
 - viii. Track: ± 25 mm

2.14 Practice

- (a) Compulsory. Failure to practice means automatic exclusion from the Race and the replacement of the entry with an Entrants' Reserve List driver if such is available.
- (b) Practice shall:
 - i. involve the completion of a minimum of three timed practice laps for all competitors, being Drivers, Co-drivers and Relief Drivers;
 - ii. include practice in the vehicle entered for the Race, except in circumstances as may be approved at the sole discretion of the Clerk of Course and, in which case, the practice shall be in a vehicle of similar type.
- (c) Concerning point 2b. above:
 - i. where a substitute vehicle is used for practice, lap times at practice will not be assessed for grid positions or any awards; and



- ii. the opportunity for use of a substitute vehicle is not available for state and national championship events.

2.15 Grid Positions

Unless stipulated in Supplementary Regulations, Grid Positions shall 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.

Where two or more drivers record equal lap times in qualifying sessions, the first driver to record the time will take precedence as regard to starting and for grid position.

Subject to grid capacity limits, the Race Organisers reserve the right to include up to four drivers on the rear of the grid, regardless of qualifying times recorded.

2.16 Qualifying

Conditions shall be stated in the Supplementary Regulations.

2.17 Starting Position Determination

- (a) No driver may attempt to qualify more than one vehicle in time trials or qualifying races. The time accredited to each vehicle determines its starting position. In the event of duplicate qualifying times, the starting position shall be determined by the driver setting the duplicate time first, starting in front of the other.
- (b) Pole positions shall be determined by the AASA Track Licence.
- (c) In postponed events where re-qualifying is specified, only the qualifying times established in re-qualifying will be certified as AASA records.
- (d) The procedure for time trial qualification will be established by the Organisers and announced to the competitors in the Supplementary Regulations for to the event. If the time trial qualifications are not completed due to weather or other adverse circumstances, the available starting positions for the event will be assigned in championship or series point score order from the previous event. Should a point score not prevail, then the starting positions shall be set by the Clerk of Course, based on practice times. Should there be no practice times, the starting positions will be set at the discretion of the Clerk of Course, with due consideration given to experience, and with fairness to all competitors. The setting of starting positions under this section shall be final and non-appealable.
- (e) When inspections, qualifying events or time trials are held on days prior to the date of the Meeting, AASA and/or Organisers reserve the right to seal all motors and/or other vehicle parts or equipment, impound tyres and/or wheels and/or impound vehicles.
- (f) In all categories, a backup vehicle may be substituted for a vehicle that has been wrecked beyond repair during practice or pre-event competition activities. The determination of a vehicle damaged beyond repair will be made by the Scrutineer. The backup vehicle may not be unloaded at any time during practice or competition activities unless approved by the Clerk of Course. The backup vehicle must have a paid entry fee, pass AASA inspection and must start the event at the rear of the field.
- (g) After the starting field has been established, at the discretion of the Clerk of Course a vehicle that has been wrecked and sustains severe damage may be removed from the track for adequate repairs. The vehicle will relinquish its original qualifying position. Upon returning the vehicle must pass AASA Inspections and start from the rear of the field.



2.18 Starting in a Race

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

2.19 Multi-Part Events

To be eligible to start in the second or subsequent part/s of a multi-part event, a driver (in that vehicle) must have come under Starter’s Orders (see above) in each of the preceding part/s.

2.20 Start Procedures - Standing Start

These will be the Regulations normally required for a Standing Start. Supplementary Regulations for a specific meeting or event may vary such.

The starting procedure shall be as follows:

- (a) On the instruction of an official, vehicles will leave the marshalling area for an observation lap. At the end of this lap, each will stop on the grid in its allocated place. Pit crews and sponsors’ representatives may then approach the vehicles for final preparation.
- (b) When two minutes remain before the warm-up lap, a warning will be sounded and a “2 MINUTE” board displayed by the Starter. Access to the grid will be closed at this time. The grid will then be cleared of all personnel except for necessary crew members and officials. Vehicles qualified to start, but which have not taken their positions on the grid, may be permitted to start the race from the Pit Exit (see below).
- (c) When one minute remains before the warm-up lap, a further warning will be sounded, and a “1 MINUTE” board displayed by the Starter. The grid will be cleared of all personnel and the vehicles’ engines started. If a vehicle does not start, or stalls, at this stage, the driver shall raise one hand high. The vehicle may be push-started by officials or, if so directed by officials, by the pit crew, after the rest of the field have left the grid.
- (d) When 30 seconds remain before the warm-up lap, a warning will be sounded and a “30-SECOND” board will be displayed by the Starter. When the green flag is displayed by the Starter, all vehicles shall then proceed on a warm-up lap, led by the vehicle on pole position.
- (e) During the warm-up lap, vehicles will maintain their starting order with the pole position driver leading. Passing is only allowed in order to restore formation.
- (f) On return to the grid, each vehicle must stop on its allocated grid position.
- (g) Drivers must not stop nor do “burn outs” at any time during the warm-up lap.
- (h) When the Starter is satisfied that all vehicles are correctly positioned, he will indicate that there are approximately five seconds before the red light is to be switched on.
- (i) At any moment, not less than four seconds and not more than seven seconds after the red light is shown, the start of the race will be indicated by the substitution of a green light for the red one.
- (j) If the lights are not functioning, the National Flag shall be used, being raised at the five second mark and dropped to indicate the start of the race.



- (k) Flashing yellow lights will indicate a delayed warm-up lap or aborted start and a “START DELAYED” board will be displayed. In this case, the start procedure will recommence from the “2 MINUTE” signal and the race may be shortened for each aborted warm-up lap completed.
- (l) Any vehicle which encounters a problem during the warm-up lap, is unable to keep up, or is unable to take its place on the grid, may be driven into Pit Lane instead of proceeding to the grid. The vehicle may then start the race from the Pit Exit (having come under Starter’s Orders), but only on the direction of the Chief Pit Marshal, and only after the rest of the field has passed the Pit Exit. If the vehicle is driven to the grid, instead of the pit lane, the Chief Grid Marshal may direct it to start the race from the rear of the grid.
- (m) Any vehicle which is still on the grid after the starting signal has been given may be pushed only by Sector Marshals, once the other vehicles have cleared the grid.
- (n) Any driver not following this procedure may be penalised by a stop/go penalty as determined by the Clerk of Course and/or by some other penalty as may be determined by the Stewards of the Meeting.

2.21 Rolling Start

All vehicles must be on the race track ready to go when the pace lap starts, and under no circumstances is any vehicle not in the starting line-up to go on the track or enter the race after completion of the first green flag lap.

Once the field of vehicles is lined up and the starter signals the drivers to be ready, preliminary laps may be set at the discretion of Officials. During the preliminary laps, if a vehicle does not maintain its designated position in the starting field, the Starter may reposition the vehicle at their discretion. The race begins when the green flag is displayed from the Starter’s rostrum.

At the discretion of the Clerk of Course a race may be started under a green and yellow flag where track conditions are such that caution is required on the race track. In such circumstances the race will be deemed to have commenced.

(a) Rolling Start

- i. In all rolling starts, each vehicle MUST remain in its assigned starting position, until the Red lights are off. Where vehicles are in columns of two, vehicles must maintain two straight lines until the Red lights are off. Where vehicles drop out of line due to mechanical problems or other circumstances, the space left by this vehicle may not be filled or taken up by the next available vehicle - a gap must be left. Once the Red lights are extinguished vehicles may begin racing and are permitted to overlap prior to the start line.
- ii. All re-starts shall involve the Safety Car moving away from the field, the vehicle leading the event shall be the control vehicle for re-starting the race. All Yellow lights will be extinguished and SC boards withdrawn. Other vehicles must follow the control vehicle in a straight line. No passing or overlapping is permitted until after the Start/Control Line once the starter has waved the Green Flag. Should the starter not be satisfied with the field to be given permission to re-start, the Yellow Lights and SC boards will be displayed again.

(b) Race Stop

- i. Clerk of Course has the responsibility at all times of determining if the race track is in raceable condition.



- ii. A race may be stopped, that is a red flag displayed, at the discretion of the Clerk of Course, at any time he/she may consider it dangerous or unsafe to continue.

(c) Race Stop / Re-start Before One Lap Completion

When a race is stopped before the completion of one lap, there shall be a complete restart of the race in the original starting positions EXCEPT that vehicles involved in an accident, if any, shall start to the rear of all others. Any vehicles causing a race to be stopped, such as a spinout, shall be considered as involved in an accident.

(d) Race Stop / Re-start After One Lap Completion

For a restart following a stoppage after the completion of one lap, vehicles will line up in the order in which they were running at the completion of the last full lap before the stoppage. Those vehicles involved in an accident, if any, shall start to the rear of those not involved, regardless of the number of laps they have covered. This rule shall apply at all times and the race shall be called a complete race should 75% of laps have been covered. If there is no re-start then drivers will be scored and called on the positions they would have held on a re-start.

(e) Race Stop / Adverse Circumstances

- i. Except as otherwise provided in AASA Sanction Agreements or in the Supplementary Regulations published for the event, when an event is halted due to rain, curfew or adverse circumstances, and the Promoter must refund money and/or issue rainchecks, prize money shall be paid only to those drivers due prize money for those events or races completed.
- ii. Except as otherwise provided in AASA Sanction Agreements or in the Supplementary Regulations published for the event, when an event is halted due to rain, curfew or adverse circumstances, and the Promoter does not issue rainchecks, the event may be re-scheduled to a mutually agreeable date. Unless otherwise determined by AASA, the rescheduled event program shall start with the incomplete portion of the previous race and all original entries shall start in the position they held when the race was stopped.

2.22 Safety Car

A safety car or cars shall be employed on the circuit, at the discretion of the Clerk of Course, to assist in maintaining safety in circumstances where there could be immediate physical danger.

The Safety Car will be positioned at the pit exit, prior to the start of any race where it may be employed.

(a) Identification

The Safety Car will be identified in the following manner:

- i. The words "Safety Car" will be placed on the rear and sides of the vehicle, in letters of similar dimensions to those of the race numbers.
- ii. Alternatively, an electronic sign may be attached to the roof to display the words "Safety Car".
- iii. Flashing yellow lights on the roof.

(b) Personnel

Personnel in the car will include:



- i. an experienced circuit driver;
- ii. an observer capable of recognising all the competing cars;
- iii. The Safety Car will be in radio contact with Race Control/Clerk of Course at all times.

(c) Use of Safety Car

- i. to neutralise a race;
- ii. where competitors or officials are in immediate physical danger, but the circumstances are not sufficiently dangerous to stop the race.

(d) Deployment of Safety Car

- i. At deployment, each flag post will display a waved yellow flag and an 'SC' board, until the intervention is over.
- ii. All competing cars will reduce speed and line up behind the Safety Car, maintaining the same speed.
- iii. There will be no overtaking of the Safety Car, unless signalled to do so by the observer.
- iv. If required during the race, the Safety Car will start from the pit lane, joining the track regardless of where the race leader is and will display flashing lights.
- v. The Safety Car will continued to be used generally until all remaining cars are lined up behind it.
- vi. At the order of the Clerk of Course, the observer in the Safety Car will signal the individual cars between it and the race leader that they should overtake. These will continue at a reduced speed, without overtaking, until they reach the line of cars behind the Safety Car.
- vii. While the Safety Car is on the circuit, competing cars may stop at their pit, but may rejoin the track only when the pit exit is open. This will be at all times, other than when the Safety Car and the line of cars following it are about to pass the pit exit, and also during the re-start.
- viii. Any car rejoining the track must proceed at a reduced speed until it reaches the end of the line of cars behind the Safety Car.
- ix. When the Clerk of course calls in the Safety Car, the car will turn off all the revolving lights and enter the pits at the end of that lap.
- x. The 'SC' Boards and yellow flags at the flag posts will be taken down as the Safety Car is entering the pits.
- xi. A green light/green flag will be shown at the Control (Timing) line to signal the restart, when the Safety Car has pulled off the circuit and the cars are approaching the Control (Timing) Line.
- xii. Each flag post will then show a green flag. The green flags will be withdrawn after one lap.
- xiii. No car may overtake another until it has crossed the Control (Timing) Line, after the signal to restart has been given.



- xiv. If, while the Safety Car is in service, the race is to be stopped after 75% of the race is completed, the Safety Car will take the chequered flag and all cars able to do so must follow it to the impound area.
- xv. Each lap conducted while the Safety Car is in service will be counted as a race lap.
- xvi. If regulations for an event specify, the race distance may be extended by a maximum of five laps.

(e) Starting the Race behind the Safety Car

- i. A race may be started behind the Safety Car in exceptional circumstances (e.g. heavy rain, partially flooded track, etc.), as determined by the Clerk of Course.
- ii. If, after entering the circuit to start the race, the Safety Car is no longer to be used for such purpose, 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.
- iii. Where the Safety Car is employed to start the race, it will be brought to the front of the grid and, at any time before the one minute signal, its flashing yellow lights will be turned on.
- iv. When the green lights or green flag is shown, the Safety Car will leave the grid with all cars following in grid order, in single file and no more than 5 car lengths apart. As the field approaches the Starting Line at the end of this formation lap, and after the Safety Car has exited the track into Pit Lane, the starter will show a green flag to indicate the race has been started. No car may overtake until it has crossed the Starting Line after the green flag has been displayed.
- v. Overtaking, during the formation lap, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In such circumstances, drivers may only overtake to re-establish the original starting order.
- vi. Any driver delayed leaving the grid may not overtake another car and must form up at the back of the line of cars behind the Safety Car. If more than one driver is effected, they must form up at the back of the field in the order they left the grid.
- vii. Failure to follow these procedures may incur a stop-go penalty, as determined by the Clerk of Course, and/or by some other penalty as may be determined by the Stewards of the Meeting.

2.23 Stop/Go Penalties

A stop/go penalty is the act, during a race, of detaining a driver in the pit area for a certain time or number of laps, whichever is appropriate as determined by Officials. A stop/go penalty is not a penalty within the meaning of section 10, and is not appealable under that section. A stop/go penalty may be imposed when a competitor has violated the AASA rules, a directive from an Official, or a known race procedure. A competitor may receive a lap, time or position penalty if he/she violates the AASA rules, a directive from an Official, or a known race procedure. If a lap or time penalty is imposed, a scoring correction reflecting the penalty will be posted during the event.

2.24 Retirement

The Clerk of Course may direct a competitor to cease competition, to leave the race track, or to take their vehicle to the garage area for the balance of a race, if it is necessary to do so in the interests of safety or in order to promote the orderly conduct of the event. Such a directive will only be given in extraordinary



circumstances, as determined by the Clerk of Course. It may not be deemed or constituted to be a disqualification, suspension or other penalty within the meaning of Section 10, and is not appealable under that section.

2.25 Start / Finish Line

On tracks that have pit lanes, the start/finish line shall be considered to extend from the inside of the track edge to the garage wall, and any vehicle rolling through the pits may legally receive the green, yellow, white or chequered flags.

2.26 Official Completion

All races shall be run until the leader has completed the advertised distance or elapsed time. However, if unforeseen circumstances prevent the completion of the advertised distance or time, the race will be considered officially completed after 75% of the advertised race distance or duration has been reached, provided circumstances make it impossible to continue the race within a reasonable time after it has been stopped. (See also 7.14.1 and 8.8)#. When a race has finished all competitors must cross the finish line within three minutes to be classified as having completed the race. At race tracks over 3 km in length, all competitors must cross the finish line within 4 minutes to be classified as a finisher.

2.27 Race Length Extension

Notwithstanding rule 7.14, if the published or prescribed race distance or time limit has been reached whilst the field is running under yellow flags (safety vehicle laps), where possible the distance or time limit of the race may be extended by whatever distance, or time, is required to allow the field to have three (3) consecutive racing laps after the showing of the green flag. (See also 7.14 and 8.8)# .

2.28 Handicapping

Where applicable, handicaps shall be calculated at the discretion of the Chief Timekeeper or, as may be delegated by him/her, to a Timekeeper under his/her direction.

2.29 Starter Motors

The starter motor, as fitted to the vehicle and using only the inboard battery, shall be the sole means of starting the vehicle at the commencement of the race. The “commencement of the race”, for the purpose of this regulation, is the period between the one-minute signal and the green light, or fall of the flag.

Any vehicle which has to be push-started after the rest of the field have left the grid may be penalised, at the discretion of the Clerk of Course.

2.30 Driver

Unless stipulated otherwise in the Supplementary Regulations, a Driver may drive in only one vehicle. Only the Driver is permitted in a competition vehicle when it is on the racing track.

2.31 Windscreen

Should a windscreen be broken during the conduct of a practice session or race, the vehicle must return to the pits and may continue, at the discretion of the Chief Scrutineer, in consultation with the Clerk of Course, if;

- (a) all loose glass has been removed from the vehicle; and



- (b) the rear window has been removed; and
- (c) the driver shall compete, thereafter, wearing goggles, in the absence of a full face visor.

2.32 Signalling

Only three persons per vehicle, continuing in the competition, are allowed at the pit counter and then only if signalling to that specific vehicle.

2.33 Pit Area

During the course of an event, the only equipment to be left in the pit lane adjacent to a competitor's pit is the jacking equipment, nut-running tools and signalling equipment.

Other equipment may be introduced into the pit lane approximately two laps before the expected pit stop, but must be removed immediately after the vehicle leaves the pits.

No part of any air hose or rig, suspended above the pit lane, may be less than two metres from the pit lane surface when the vehicle is absent from the pit area.

2.34 Reserve Containers

NO reserve containers of any capacity of petrol, oil or water (save that provided for the driver's refreshment only) may be carried in the vehicle.

2.35 Pit Stops

- (a) Unless specified otherwise in Supplementary Regulations, only six persons (plus one holding the vent bottle) are permitted to work on the vehicle at any time whilst participating in any event.
- (b) The driver, if not assisting with repairs or replenishments, may remain seated (even during refuelling) at the wheel of the vehicle. The driver, in such circumstances, will not be counted amongst the regulation number working on the vehicle.
- (c) In the event of a change of drivers, assistance from the driver leaving the vehicle, in fastening seat belts and adjusting seat and/or mirrors, will not be counted amongst the six persons working on the vehicle 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 vehicle.
- (d) The vehicle may be removed from the pit apron but, nevertheless, only the regulation number of persons may work on it.
- (e) Notwithstanding the above, race organisers may impose a limitation on the number of people allowed to work on the vehicle, wherein the specified number will replace the number six whenever mentioned above. Such different number will be advised in Supplementary Regulations.
- (f) In the event of any vehicle being delayed beyond the normal time taken for tyre change and refuelling, officials may, in the interest of safety, require the vehicle to be removed from the pit apron.
- (g) The drivers of vehicles re-joining the race after a pit-stop, must obey the directions of all officials concerned.
- (h) During re-fuelling operations in races, it is not necessary to turn off the engine, provided that the exhaust pipe orifice discharges forward of the rear wheels on the opposite side of the vehicle to the re-fuelling port, or is in such other location as may be specifically approved.



2.36 Circuit Breakdowns

If a vehicle stops on the circuit (other than at the pits) at any time during an event:

- (a) provided the vehicle is positioned well off the track and in a safe area, the vehicle's driver, alone, may work on the vehicle;
- (b) the vehicle may be towed to the nearest safe place at the discretion of the Sector Marshal, who shall inform the Clerk of Course of such intention to tow;
- (c) if the driver cannot repair the vehicle, it may be towed to the nearest safe place or to the pit area;
- (d) only Marshals of the meeting shall be empowered to assist in the moving of a vehicle, and then only if this may be done without prejudice to their normal duties and other competitor's safety.

Notwithstanding the above, the practice of working on vehicles other than at the pits, in all save endurance events, is discouraged and may be specifically precluded by Supplementary Regulations.

2.37 Race Finishes

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

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

2.38 Stopping the Race

- (a) Should it become necessary to stop a race because the circuit is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Clerk of Course shall order the red flag to be displayed simultaneously at all Marshals' posts. When the signal is given, all vehicles shall immediately reduce speed and proceed slowly to the pit entry road, unless otherwise instructed by the Sector Marshals.
- (b) Where a race has been stopped, race classification, or part race classification as applicable, will be the order in which the vehicles crossed the finishing line at the completion of the penultimate lap prior to that during which the signal to stop the race was given.
- (c) When the red flag is shown, all work on vehicles in the pits must cease and there must be no intervention of any kind on the vehicles, unless the Clerk of Course directs otherwise.

2.39 Re-starting the Race

- (a) The Clerk of Course may give any directions which he/she deems appropriate.



- (b) If no direction is given, vehicles will start in the condition in which they finished the previous part of the race.
- (c) Vehicles which are in the pits when the red flag is shown may start from the pit lane, once the field has passed the pit exit after the re-start.
- (d) After consultation with the Clerk of Course and prior to the re-start, the Stewards may order that the duration of the event be reduced to a shorter total distance, or time, than that originally scheduled.
- (e) The time of the second start shall be determined by the Clerk of Course after consultation with the Stewards.
- (f) The re-start shall commence with at least the two minute signal.
- (g) The grid for the re-start will be based on race classification at the end of the previous part (see above).
- (h) Only vehicles which took part in the previous start will be eligible to participate in the re-start.
- (i) Vehicles which have been officially retired from the event will not be eligible to participate.

2.40 Driving Rules

The repetition of dangerous driving, even involuntarily, will result in exclusion from the race.

- (a) During practice sessions, drivers shown a waving blue flag will give way to any faster vehicle attempting to overtake;
- (b) During a race, drivers shown a waving blue flag will give way to a vehicle about to lap him/her.
- (c) Manoeuvres liable to hinder other drivers, including baulking, premature direction changes, deliberate crowding of vehicles, obstructive manoeuvres, swinging from one side of the track to the other, or the like, are strictly prohibited;
- (d) Only the drivers shall use the track during the race, with the exception of official and emergency vehicles where necessary;
- (e) Drivers intending to leave the track, or to enter the pits or paddock area, shall signal such intention in good time and must proceed in safe manner;
- (f) Vehicles forced to stop on the track, for any reason, shall be moved off the track as soon as possible;
- (g) Assistance from Marshals to facilitate such removal shall not be refused;
- (h) Requests from a driver for a Marshal's assistance may only be acceded to if, in the opinion of the Senior Marshal, it is safe to do so;
- (i) Drivers who succeed in re-starting their vehicle may re-enter the race, provided such re-entry is undertaken safely;
- (j) No repairs are to be undertaken on the track;
- (k) Repairs in a safe area by the side of the track shall be only be undertaken by the driver, using only tools and spare parts vehicle on board the vehicle, with no outside assistance being permitted;



- (l) Such repairs shall not be commenced until the vehicle is safely positioned off the track, behind a barrier, so as not to endanger the driver or other competitors, and only when the relevant Sector Marshal has given his/her approval;
- (m) Replenishments carried out on the track, or on a vehicle stopped at the side of the track, are prohibited;
- (n) Only the driver and, in the interests of safety, appropriate officials, may touch the stopped vehicle;
- (o) Pushing a vehicle along the track or across the finishing line is prohibited;
- (p) Any vehicle abandoned on the circuit is considered withdrawn from the race;
- (q) Vehicle access to the pits is permitted only through the deceleration zone;
- (r) Drivers must not cross the lines separating the deceleration zone from the track, in any direction, except in the interests of safety;
- (s) Where vehicles leave the track with all four wheels, they shall be entitled to re-join the race from the nearest point of exit compatible with safety;
- (t) During practice and competition, vehicles shall be driven only on the defined track, in the pits and in such other areas as Supplementary Regulations or Sector Marshals may specify.

2.41 Penalties

- (a) For each and every breach, the Clerk of Course may impose a one minute addition to the race time of, or impose a drive through penalty on, the offending driver, or refer the matter to the Stewards for consideration;
- (b) The Stewards of the Meeting may impose a penalty, at their total discretion, for any breach of the rules and regulation;
- (c) The Clerk of Course may recall a driver to the pits, via the black flag, for rectification of a breach, or a warning;
- (d) Penalties can be as prescribed, from time to time, in the AASA National Competition Rules.

2.42 Naked Flame

Smoking, any naked flame or spark generating devices are prohibited in the pit area, pit apron, marshalling area, track and fuel storage areas at all times.



2.43 Consumption of Alcohol

Consumption of alcohol by drivers, pit crew and all officials, is prohibited twelve (12) hours prior to the commencement of competition and at all times during their personal involvement in competition. It is mandatory that the blood alcohol limit, prior to and during competing is zero (0).

Until the conclusion of the last event of the Meeting, no alcohol may be consumed in the prohibited areas, including the Paddock, Marshalling and Pit areas.

2.44 Drugs

Use of any drugs effecting the performance of a competitor is prohibited, as listed in Schedule 3, National Competition Rules and in accordance with AASA Drugs in Sport Policy.

2.45 Safety Fence/Prohibited Areas

Only those authorised persons provided with the correct passes shall have access to the safety fence and prohibited areas. Should a competitor encourage persons without passes to enter such areas, or encourage misuse or falsification of such passes, this shall constitute a breach of safety and the competitor shall be penalised by the Clerk of Course, or the Stewards, at their absolute discretion.

2.46 Access to the Track

Following the green flag at the start of the warm-up lap, access to the track shall be strictly limited to competing drivers, Marshals, in the execution of their duties and emergency personnel where necessary. No other person shall be able to access the track until the track is declared open, at the end of the race, by the Clerk of Course.

2.47 Speed Limit - Paddock Areas

A limit of 10 kph applies. The penalty for exceeding this limit may include exclusion from the race, at the Clerk of Course's discretion and in consultation with the Chief Paddock Marshal.

2.48 Noise Generation

Drivers of vehicles which record sound levels of between 93 and 95 dB(A) must be advised of such by the Clerk of Course, or his/her delegated representative.

Drivers whose vehicles record in excess of 95 dB(A) at any time shall, on notification of such, cease practice or racing and not resume until the Clerk of Course, in consultation with the Chief Scrutineer, is satisfied that the problem causing the excessive noise has been rectified.

2.49 Flag Signals

Shall be as prescribed in the AASA Appendix 8 Flags & Signals. Competitors must be fully conversant in these rules, prior to receiving a AASA Licence.



3 SPEED EVENTS STANDING REGULATIONS

Speed events shall include the following and shall be undertaken only on AASA Member and/or AASA licensed circuits:

(a) Autocross:

A single vehicle speed event of less than 2km on a grass and/or unsealed surface, occasionally combined with sealed surfaces when conducted on a permanent circuit;

(b) Hillclimb:

A single vehicle speed event on a sealed or unsealed surface, usually comprising a variety of gradients and corners.

(c) Lap Dash/Sprint:

A single vehicle speed event on a sealed or unsealed surface, usually conducted on a permanent circuit, track or Dragway, with a suitable time lapse between the start of each vehicle and no overtaking permitted.

(d) Supersprint:

A multi-vehicle speed event, similar to a lap dash, overtaking permitted, conducted on a permanent sealed circuit. Two vehicles start simultaneously and they may be followed, after a suitable gap, by another two vehicles starting simultaneously, followed by another suitable gap etc. up to eight vehicles per event. Once the last vehicle reaches a suitable distance from the start, another group of eight may be started. Elapsed times and not relative positions at the finish line determine event results.

3.1 Licences

- (a) All competitors must hold an appropriate level AASA licence, which shall be presented to the Secretary of the Meeting at signing on.
- (b) For state and above level events, drivers must have attained a National Race Licence and must present it to the Scrutineer.
- (c) Drivers must be over the age of 14 or comply with state legislation.

3.2 Timing

Each lap or run will be measured by electronic equipment and/or hand operated watches and recorded at a resolution of at least 0.1 second.

3.3 Re-runs

In the event of a timing equipment failure, re-runs may be permitted at the sole discretion of the Clerk of Course.

3.4 Replacement Vehicle

A driver whose vehicle has broken down may use a replacement vehicle, the same class as the original vehicle and passed by the Scrutineers, at the sole discretion of the Clerk of Course.



3.5 Practice

All drivers who are unfamiliar with the course shall participate in a practice of a minimum of three (3) laps. Drivers not completing such may start from the rear of the grid, with the approval of the Clerk of Course.

3.6 Procedures

Supplementary Regulations will provide detail as to direction of travel, flag signals, mode of competition, number of vehicles on the course simultaneously, the number of laps per “run”, starting order, starting procedure, procedure for returning to the pits and method of scoring.

3.7 Flags

Flag signals and prescribed competitors’ responses shall be in accordance with the AASA National Competition Rules and details concerning flags shall be available from the Secretary of the Meeting.

3.8 Penalties

Shall include:

- (a) “Run discounted”, in which a competitor’s run is not scored and does not count toward results of the competition. The penalty is incurred for:
 - i. shortening the course;
 - ii. departing from the course; or
 - iii. failing to complete a run (not applicable to Autocross);
- (b) “Double fastest”, in which the time attributed to a driver for a run is deemed to equal twice the fastest time achieved without incurring any penalty. The penalty applies only to Autocross and is incurred for:
 - i. jumping the start (in the case of a standing start);
 - ii. striking any penalty marker; or
 - iii. failing to complete a run.

3.9 Scrutineering

No vehicle may be used for practice or competition until passed by the Chief Scrutineer, or by a Scrutineer delegated the task by the Chief Scrutineer.

3.10 Safety Requirements

- (a) Approved non-flammable clothing and footwear, with clothing extending from ankles to neck and wrists;
- (b) Safety helmet - being those with the following markings:
- (c) ankles to neck and wrists;
- (d) Safety helmet - being those with the following markings:
 - i. AS1698 Australian Standard



- | | | |
|------|--|-------------------|
| ii. | Snell SA95, M90, SA95, SA2000, SA2020 | USA Standard |
| iii. | SFI Spec 31.1, 31.2, 31.1A, 31.2A | USA Standard |
| iv. | E22 (with 03, 04 or 05 amendments) | European Standard |
| v. | BS 6658-85 Type A and A/FR
(including amendments) | British Standard |

(e) Helmets with full face visors, or helmets with goggles, for open vehicles;

(f) Fuel restricted to commercial fuel, except for historic vehicles, which may use alcohol fuels in compliance with Supplementary Regulations;

(g) External blue triangles (15cm sides) indicating location of battery, or isolation switch;

3.11 Broken Down or Unauthorised Vehicles

The presence of a non-competitive vehicle on the course shall immediately halt the competition until the course is cleared.

3.12 Order of Starting

Shall be advised at the Drivers' Briefing. The Clerk of Course has sole discretion for subsequent changes.

3.13 Forfeiture of Run

A driver failing to report to the start, in correct order, will forfeit that run, unless permission for early or late attendance has been granted by the Clerk of Course.