

# **RALLYCROSS STANDING REGULATIONS**

**For**

**RALLYCROSS 1 (AUTOCROSS AUTOMOBILES)**

**RALLYCROSS 2 (RALLY AUTOMOBILES)**



**RALLYCROSS STANDING REGULATIONS**  
**For**  
**RALLYCROSS 1 - AUTOCROSS AUTOMOBILES**  
**RALLYCROSS 2 - RALLY AUTOMOBILES**

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**RALLYCROSS STANDING REGULATIONS**  
**For**  
**RALLYCROSS 1 - AUTOCROSS AUTOMOBILES**  
**RALLYCROSS 2 - RALLY AUTOMOBILES**

**PREAMBLE**

*Rallycross is a type of speed competition, but is not a race, involving more than one automobile simultaneously and conducted on a track with a combination of sealed and unsealed surfaces and/or obstacles. Each automobile is separately timed and the winner determined by the lowest aggregate time recorded in a final, with graduation to the final based on the lowest aggregate time over a number of heats and semi-finals. In heats automobiles are ranked in order of time in each event and allocated points, to overcome changing track conditions over the duration of a meeting.*

*The meeting may comprise three levels of competition, each requiring a different level of CAMS Track Licence:*

- *Type 1 for Autocross Automobiles (grid of 2)*
- *Type 2 for Rally Automobiles (grid of 4)*
- *Type 3 for International Specification Automobiles (FIA grid)*

*Automobiles shall be classified as follows:*

*Category - eg: Autocross, Rally, etc*

*Type – eg: 2WD, 4WD, turbo, non-turbo*

*Group – a number of automobiles selected for an event (ie: heat, semi-final, final)*

*Terms used in these Standing Regulations:*

- *Meeting – defines the whole activity*
- *Competitor – owner of an automobile entered in the meeting*
- *Driver – driver of an automobile in the meeting*
- *Venue – location of the meeting*
- *Track – the course of the Rallycross*
- *Event/s – defines each individual competition (eg: heats, semi-finals, final)*

**1. ADMINISTRATION**

**1.1 AUTHORITY**

Each meeting is conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS (NCR), these Rallycross Standing Regulations (RSR), the relevant Supplementary Regulations, and any Further Regulations and Instructions issued by the Organiser (see NCR 27) of the meeting.

These Standing Regulations are applicable for the conduct of Rallycross meetings within Australia and set down the conditions common for all such meetings and are to form an essential component of the Supplementary Regulations. Any variation to these Standing Regulations must specifically be approved by CAMS and stated in the Supplementary Regulations or Further Regulations.

Each meeting shall 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](http://www.cams.com.au), and with any applicable Organiser or venue OH&S Policy, all of which shall be on display in the meeting administration office.

The CAMS Anti-Doping Policy on drugs and alcohol as detailed in the CAMS Manual of Motor Sport applies at each CAMS meeting and each competitor, driver, pit crew member and official may be subject to random drug and/or breath testing at any time during the meeting.

## **1.2 OFFICIALS OF THE MEETING**

Supplementary Regulations shall contain the names of the Stewards of the Meeting ('Stewards'), the Clerk of the Course, the Secretary of the Meeting, Chief Scrutineer and Chief Timekeeper and other officials as required under NCR 67.

## **1.3 OFFICIAL RESPONSIBLE FOR APPLICATION OF REGULATIONS**

The Clerk of Course shall be responsible for the application of these regulations and the supplementary regulations.

## **1.4 CASE NOT COVERED BY THE REGULATIONS**

The Stewards shall be empowered to take a decision on any case not covered by the regulations.

## **1.4 ELIGIBLE COMPETITORS / DRIVERS**

Each competitor and driver participating in the meeting must be the holder of the appropriate licence issued by CAMS.

## **1.5 ABANDONMENT OR CANCELLATION OF THE MEETING**

The organiser reserves the right to postpone or abandon any or all of the events. If, owing to unforeseen circumstances, the meeting is stopped before its completion, the Organiser shall have discretion (subject to the approval of CAMS and the provisions of NCR 115 and 116) regarding the awarding of prizes.

## **1.6 ALCOHOLIC LIQUOR**

The consumption of alcoholic liquor by a driver, pit crew, and/or official 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. Refer to NCR 145a and 145b.

## **1.7 NOTICE ON SAFE WORKING CONDITIONS:**

Both the organiser and CAMS have OH&S policies which are available on their relative web sites and from the meeting administration. Each competitor is responsible 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 must be reported to the meeting administration office as soon as practicable to enable an appropriate emergency response, and to allow for the organiser to comply with appropriate statutory OH&S reporting requirements.

## **1.8 AUTOMOBILE EXHAUST NOISE**

Automobiles are required to conform with Schedule B to the NCR, unless supplementary regulations specified a lower limit than 95dB(A).

# **2: THE TRACK**

## **2.1 TRACK CONFIGURATION**

(i) A CAMS track licence, valid for Rallycross, must be issued for any track.

(ii) Track General Characteristics

The optimum length of a circuit shall be between 800m and 2km.

The track shall comprise no less than two different surfaces, with approximately 30 percent being tarmac and the remainder earth, grass or gravel, etc. Any waiver of the tarmac content must be approved by CAMS, and then in exceptional circumstances.

The track shall be so designed that no straight section shall exceed 200m. On unsealed surfaces, sharp corners following a straight are not desirable. Water-splashes, crests and similar hazards may be incorporated.

The course must not be changed once practice has commenced, except as instructed by Stewards to improve safety. Any such change must be made at an appropriate time when all drivers will have an equal number of events on the modified track.

The pole position side of the track for rallycross applications will be noted on the track licence or relevant amendment thereto.

(iii) Joker Route

Each track is equipped with two routes: the main route, and the joker lap route, an extra section of track, which each driver must only take once per event. Depending on venue, the joker lap route may have additional obstacles which significantly slow the cars. A joker lap may be used only when the track licence allows for such.

The joker route will only be used for Rallycross 2. This route typically changes the length of the track significantly, forcing a driver to make a choice of when to take it. On one hand, taking it on the first lap completes the requirement; on the other, waiting until the end of the race can allow a driver to gain positions before the finish.

Characteristics of a Joker Route shall be:

- Length – must be such that the time needed to cover a lap is at least 2 seconds different to the best non-Joker Route lap time;
- Width – ideally minimum of 8m; maximum of 10m;
- Entry and exit – must not be on the racing line of the non-joker route;
- Safety precautions – protection to separate the two routes must be in place. At the exit it must be possible for the automobiles to be driven at the same speed as on the non-joker route;
- Marshal post – shall be in place if it is judged necessary for safety measures and to record the passage of automobiles.

## 2.2 TRACK MARKERS

A track may have two types of track markers – Track Markers and Penalty Markers

(i) Track Markers - the track shall be defined by lines or markers (eg: cones, bollards) on both sides of the track. Markers must be of a type specified in the supplementary regulations (eg: 'red cones'). Track markers must be kept to the minimum to ensure the intended course is clearly visible to drivers.

(ii) Penalty Markers – shall be used to define critical areas of the track where a driver seek an advantage by short cutting the track. Penalty markers shall be differently colored from track markers and their details shall be specified in supplementary regulations. Penalty markers shall be supervised by observers, who shall be judges of fact in regard to an automobile dislodging markers from their intended position. The position of penalty markers shall be clearly marked on the ground to allow accurate replacement if dislodged. Dislodging of a penalty marker will incur a time penalty being added to the driver's time for the event.

In the event that a penalty marker is dislodged and there is sufficient time for it to be replaced for following automobiles, the Judge of Fact will decide whether following automobiles would have dislodged the marker by noting whether they passed over the marked position of the penalty marker.

(iii) There must be adequate spare markers to ensure that any dislodged marker is replaced without delay.

## 2.3 FLAG POSTS

The CAMS Track Licence shall specify the positioning of flag posts applicable for Rallycross.

## 2.4 TRACK SAFETY

(i) The CAMS Track Licence will specify the track safety requirements.

*The following guidelines are proffered.*

- *No unprotected hazard (eg: ditch, fence, etc) may exist within 20m of the track edge, and no temporarily protected such hazard within 10m of the track edge. Any unprotected wire fence within 40m of the track must be clearly marked;*
- *The paddock and spectator areas (including all car parking areas) must be subject to Level 1 First Line Protection. See Protection Systems, Category C Venue Operators and Inspectors Guide V1.00.*

(ii) It is strictly prohibited for drivers to drive an automobile in the direction opposite to that of the competition.

## 2.5 TRACK MEDICAL RESPONSE AND RESCUE REQUIREMENTS

Rallycross 1 and 2 meetings are required to have present for practice and competition:

- state level speed event medical requirements as specified in Medical Services at Motor Sport Events in the CAMS Manual of Motor Sport, under General Requirements;
- a fire and rescue service as required by Chapter 15 of the CAMS Track Operators Safety Guide V3 (refer to CAMS).

## 3. ENTRIES

### 3.1 ENTRIES, DATES, AND FEES

Each entry shall be accepted only if made on the official form, fully completed, and accompanied by the relevant fees and submitted by the date/s specified in the Supplementary Regulations.

### 3.2 NUMBER OF ENTRIES

(i) The organiser reserves the right to stipulate the maximum number of entries for each event, subject to the requirements of CAMS Track Licence.

(ii) Supplementary Regulations shall nominate the maximum number of entries per category/type, or the maximum total number of entries which will be accepted. Care should be exercised by the organiser before setting the number so as to ensure the adequate time exists for each expected entry to undertake practice and the number of events that form the meeting.

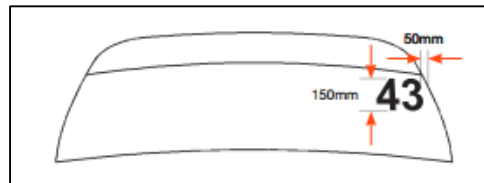
### 3.3 CONDITIONAL ACCEPTANCE

In the event of the number of entries exceeding the maximum number of starters permitted (as stated in the Supplementary Regulations), the organiser reserves the right to accept entries conditionally. In the event of such conditional acceptance, each such competitor shall be regarded as a reserve and may compete upon a vacancy occurring amongst the accepted entries – see NCR 85.

### 3.4 MANDATORY COMPETITION NUMBER ON AUTOMOBILE

3.4.1 A competition number shall be allocated by the organisers.

3.4.2 The size of the number and its location shall be as follows. Refer to article 2.4 of Schedule K ('Markings on Automobiles') of the CAMS Manual of Motor Sport.



3.4.3 Side door numbers may be required and, if so, shall be supplied by the organisers; details will be advised in supplementary regulations.

### 3.5 DRIVER NAME ON AUTOMOBILE

Driver's name, using letters 100mm by 60mm white in colour and no background, shall be affixed to the lower section of each rearmost side window or, if this is not possible, in a suitable location as approved by the Chief Scrutineer. Refer to article 3.1 of Schedule K ('Markings on Automobiles') of the CAMS Manual of Motor Sport.

### 3.6 CHANGE OF PROGRAM

Once published the organiser reserves the right to vary the program of the meeting and the events, and such changes must be approved by the Stewards.

### 3.7 CHANGE OF DRIVER

If a competitor wishes to change or nominate a driver after the closing of entries, application must be made to the Clerk of Course for approval.

### 3.8 REFUSAL OF ENTRIES

The organiser reserves the right to accept or reject an entry in accordance with NCR 83 without assigning a reason.



### **3.9 DRIVER APPAREL**

All of the driver's apparel shall be subject to random audits throughout the meeting and must be made available for inspection at any time as requested by the Chief Scrutineer.

#### **(i) Rallycross 1**

Driver apparel shall be that required for Speed Event (Speed/State table) of Schedule D of the CAMS Manual of Motor Sport:

- A safety helmet of at least Australian Standard 1698;
- A frontal head restraint is highly recommended where the car is fitted with a full harness;
- Clothing from ankles to neck to wrist - flammable synthetic material, such as nylon, is not acceptable; flame-retardant overalls and underwear are recommended;
- A balaclava is not mandatory -however a motor sport standard one is recommended;
- Shoes with leather uppers that cover the foot or shoes which have a leather upper but which includes elasticised ankle regions (eg: elastic-sided work boots);
- Fire-retardant socks are not compulsory but recommended;
- Goggles or helmet visor complying with Schedule D must be worn in all open cars and in closed cars where no windscreen is fitted;
- FIA-standard flame-retardant gloves are not mandatory but are recommended.

#### **(ii) Rallycross 2**

Driver apparel shall be to Rally/Road, State Gravel table of Schedule D of the CAMS Manual of Motor Sport:

- A safety helmet as specified in the FIA Technical List – FIA (Snell, SF1, BS (see [www.fia.com](http://www.fia.com)));
- A frontal head restraint to FIA-standard (see [www.fia.com](http://www.fia.com));
- Flame-retardant single layer overalls or superior;
- Flame-retardant underwear not mandatory but FIA-standard recommended;
- Flame-retardant balaclava is required to be worn, unless wearing a helmet to Level A standard;
- Shoes with leather uppers that cover the foot or shoes which have a leather upper but which includes elasticised ankle regions (eg: elastic-sided work boots);
- Fire-retardant socks are not compulsory but recommended;
- Goggles or helmet visor complying with Schedule D must be worn in all open cars and in closed cars where no windscreen is fitted;
- FIA-standard flame-retardant gloves are not mandatory but are recommended.

### **3.10 MULTIPLE ENTRY OF AUTOMOBILE**

If the specified maximum number of entries is not achieved, the same automobile may be entered to compete more than once, provided it is driven by different drivers and provided that the supplementary regulations do not prohibit such action. An additional entry fee will be payable.

### **3.11 CAMS LICENCE**

#### **(i) Rallycross 1**

Drivers must hold a minimum of a CAMS Level 2S licence and must be able to demonstrate previous competition in at least one autocross, sprint or supersprint event held on a closed circuit (eg: not a straight line sprint).

#### **(ii) Rallycross 2**

Drivers will be required to hold one of the following CAMS licences and (if not competing with a licence eligible for racing) must have passed the CAMS On-Line Licence Lecture or to have attended a face-to-face lecture:

- Circuit (NC, PC, CC, PCC), or
- Rally (NR, CR), or
- Off Road (NO, NOS), or
- equivalent Junior licence, or
- a licence of superior status, or
- an equivalent status licence issued by a FIA affiliated ASN.

### **3.12 DRIVER QUALIFICATION**

All drivers, on the first occasion that they enter a rallycross meeting, may be required to drive observed laps prior to the competition to the satisfaction of the Clerk of Course. Refer to Section 6, Practice.

### **3.13 DRIVERS' BRIEFING**



A drivers' briefing shall be conducted prior to practice commencing, at a location and time to be advised in supplementary regulations. It is compulsory for all drivers to be present at this briefing, unless arrangements are made otherwise with the Clerk of Course. Non-attendance, no signature on attendance document or late attendance may result in a fine of \$100.

## **4. INSURANCE**

### **4.1 PERSONAL ACCIDENT INSURANCE**

Each driver, pit crew and official is covered by personal accident insurance under the terms of the CAMS insurance (refer to Appendix I to the NCR – "Insurance" on the CAMS website, for details).

### **4.2 PUBLIC RISK INSURANCE**

Public Risk Insurance has been effected by the promoter. The policy includes the legal liability of CAMS, the promoter and each participant. Refer to Appendix I.

## **5. DOCUMENTATION & SCRUTINY**

### **5.1 REPORTING TO DOCUMENTATION & SCRUTINY**

The driver must report for documentation, and report with the automobile at scrutiny at the time/s and location/s which will be specified in supplementary regulations.

### **5.2 RESPONSIBILITY OF THE COMPETITOR**

It is the responsibility of the competitor to ensure:

- full compliance with all provisions of the automobile technical regulations;
- and that the automobile does not participate in the meeting until it has been approved by the Chief Scrutineer of the meeting.

### **5.3 MODIFICATIONS TO AUTOMOBILES**

An 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.

### **5.4 EXAMINATION FOR ELIGIBILITY**

Should the Clerk of the Course, and/or the Chief Scrutineer, at any time suspect that an 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 point/s 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.

### **5.5 ACCIDENTS AND SCRUTINY**

(i) Any damage incurred during any practice of event may necessitate the automobile being shown the black flag with orange disc and being returned to the pits forthwith for examination by the Chief Scrutineer.

(ii) Following rectification (if any) and satisfactory examination by the Chief Scrutineer, such automobile may rejoin the event/s at the discretion of the Clerk of the Course. Each automobile withdrawn from any event due to accident damage shall be returned to the scrutiny bay for examination by the Chief Scrutineer. Such automobile shall not be released to the driver other than upon the authority of the Chief Scrutineer.

## **5.6 PARC FERMÉ**

Each competing automobile, regardless of its placing in results, may be impounded by the organiser at the conclusion of its event/s. In the case of an automobile being impounded, the cost of examination (if any) and replacement of gaskets etc shall be payable by the competitor, save as provided in NCR 210.

When specified in supplementary regulations for a meeting those automobiles taking part in the final must be taken to parc ferme immediately after the event, except for those not having completed the final. They shall remain in the parc ferme until released by decision of the Clerk of Course.

## **5.7 ADVERTISING AND SIGNAGE**

Article 3.4 notwithstanding advertising and signage shall be in accordance with Schedule K Markings on Automobiles (refer to “General Requirements for Cars and Drivers” in the CAMS Manual of Motor Sport), and the supplementary regulations. 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 Chief Scrutineer.

## **5.8 ELIGIBLE AUTOMOBILES / COMPLIANCE WITH RECOGNITION DOCUMENTS / LOG BOOK**

### **(i) Rallycross 1**

There are no requirements to present recognition documents, nor CAMS Log Book. However, if a vehicle has been issued with a CAMS Log Book, this must be presented at scrutiny.

### **(ii) Rallycross 2**

Each automobile entered for the meeting must correspond with the technical regulations applicable for the specific entry. A CAMS Log Book issued for the automobile must be presented at scrutiny. In the case where an automobile has previously been subject to a log book but the log book has been lost or destroyed, CAMS may have a record of the log book number issued for the automobile and may issue a replacement log book for a fee. If CAMS does not have a record of the log book issue, the competitor must provide a statutory declaration to the effect that the automobile has been issued with a log book in the past, but the log book is unable to be produced.

## **5.9 AUTOMOBILE ELIGIBILITY – MINOR INELIGIBILITY**

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, who may 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 may treat the matter, post event, in the manner as determined above

# **6. PRACTICE**

## **6.1 EVENT SCHEDULE**

The meeting schedule outlining practice and events shall be advised in supplementary regulations.

## **6.2 JOKER ROUTE AVAILABLE DURING PRACTICE**

For Type 2 Rallycross, the Joker Route must be available for use during any practice session.

## **6.3 PRACTICE IS COMPULSORY**

(i) Automobiles shall start practice session/s singly at intervals determined by the Clerk of Course, taking into account track layout and conditions. A driver shall complete the joker route at least once during practice for the meeting. This shall be recorded by a Judge of Fact (refer article 7.1 (ii) b).

(ii) Unless specifically permitted by the Clerk of the Course, each driver shall participate in practice as specified in supplementary regulations. Failure to do so may result in exclusion from the meeting.

(iii) When it is impossible for a driver to practice in the automobile in which he intends to participate, he may be permitted, at the discretion of the Clerk of the Course, to practice in an automobile of similar type.

(iv) In the case of a driver who does not practice, permission to start in the first event may be given, but only in exceptional circumstances and at the sole discretion of the Clerk of the Course. If granted, such driver shall start his/her first heat from the rear of the grid.

#### **6.4 UNSATISFACTORY PRACTICE PERFORMANCE**

The Clerk of Course and/or Stewards shall have the right to exclude any driver whose practice time/s and/or driving are considered to be unsatisfactory;

## **7. COMPETITION**

### **7.1 HEATS, SEMI-FINALS AND FINAL**

The competition may comprise heats for each category/type, and for Type 2 Rallycross and a final. Semi-finals may be conducted at the discretion of the organisers. Automobiles from different categories and type will run separately in the heats. Details of the competition shall be advised in supplementary regulations.

Automobiles that have left the track may only return to the track when it is safe to do so, taking into account the presence of other automobiles.

Drivers who dislodge any track penalty marker shall incur a time penalty of 5 seconds time.

Drivers who deliberately shorten the course to gain an advantage shall incur a time penalty of 30 seconds per offence.

#### **(i) Rallycross 1**

The competition will consist of heats only and the general classification shall be based on the aggregate elapsed time, plus penalties, if any. The winner will be the driver with the lowest aggregate points score.

Heat points shall be allocated as follows:

- fastest – 3 points;
- second fastest – 2 points;
- non-finisher – 1 point;
- non-starter – 0 points.

Notwithstanding the above, the organisers may conduct an event which includes the two drivers with the highest aggregate points score from the heats as a lead up to Type 2 Rallycross semi-final and/or final.

#### **(ii) Rallycross 2**

##### **a) General**

If two or more automobiles retire in the same lap, they shall be classified in relation to each other according to the position they were in when they last crossed the finish line, or according to their grid positions if it occurs on the first lap.

Whether automobiles are started in rows or side by side, their relative positions at the conclusion of the specified number of laps shall in itself have no effect upon the results. The only criterion of performance shall be the total elapsed time of heats, including penalties, if any, and points will be awarded to give an order of merit for selection for participation in semi-finals (see below).

##### **b) Joker Route**

In Type 2 rallycross in each event one of the laps must include the Joker Route. The penalty for a driver who does not take the Joker Route once will be 30 seconds. The penalty for a driver taking the Joker Route more than once will be black flagged and disqualified from the event.

Two Judges of Fact will be appointed to record which automobiles pass through the Joker Route, and how many times

##### **c) Heats**

The heat formats shall be advised in supplementary regulations. The organisers may reserve the right to:

- amend the grid formation whilst cars are being formed in the marshalling area;
- amalgamate some heats.

Heat points shall be allocated as follows:

- fastest – 5 points;
- second fastest – 4 points;
- third fastest – 3 points;
- fourth fastest – 2 points;
- non-finisher – 1 point;
- non-starter – 0 points.

	4 starters	3 starters	2 starters
Fastest	5	4	3
2 <sup>nd</sup> fastest	4	3	2
3 <sup>rd</sup> fastest	3	2	na
4 <sup>th</sup> fastest	2	na	na
Non-finisher	1	1	1
Non-starter	0	0	0

*na – not applicable*

Where drivers have equal points at the end of the heats the higher place will be awarded to the driver who has the highest number of points in each heat; if a tie still exists, the higher place will be awarded to the highest number of points in a driver's first heat; if a tie still exists the driver with the fastest time in a heat will be awarded the higher place.

#### d) Semi-Finals

Semi-finals will be conducted at the discretion of the organisers. Points will be allocated as specified above for heats.

Only those drivers who have completed the number of heats as specified in supplementary regulations will be admitted to the finals and the highest scoring drivers in the heats will qualify for the semi-finals.

There are to be a maximum of three semi-finals for each automobile category/type. If there are between 9 and 12 qualified drivers at the end of the heats there is to be an A, B and C semi-finals. If there are between 5 and 8 qualified drivers there is to be an A and B semi-finals. If there are 4 or less qualified drivers there will only be a final.

Ties will be determined on a similar basis to the heats.

#### e) Final

The four drivers with the highest points score from the heats, or the semi-finals if conducted, shall contest the final.

The driver who is the quickest in the final shall be the winner. Positions 1 to 4 in the final classification will be the according to the result of the final.

If the meeting is part of a series throughout the year and a series winner has to be determined the point allocation system is to be specified in supplementary regulations.

## 7.2 PADDOCK AND MARSHALLING AREA

### (i) Paddock

Drivers will be allocated paddock space as advised in supplementary regulations.

The speed of automobiles driven in the paddock may not exceed 20km/h. Failure to comply with this limit, if reported to the Stewards, shall result in a penalty being applied.

### (ii) Marshalling Area

It is the driver's responsibility to report on time to the marshalling area in readiness to proceed to the starting grid. Notification procedure/s will be advised in supplementary regulations.

All drivers in the subsequent event must be present in the marshalling area while the current grid is being assembled, in order to allow the marshals to bring forward such drivers as necessary to complete the formation of the current event.

Competitors will miss their run if they are not ready in the marshalling area when automobiles are released to the starting grid and will not be placed in a later run.

### 7.3 GRID

The CAMS Track Licence will specify the maximum permissible number of starters in at one time, and the grid configuration, including pole position relevant for rallycross.

No work may be carried out on automobiles on the grid, except on the grounds of safety, and only with the approval of the Chief Scrutineer.

(i) Rallycross 1

The grid shall be consist of two automobiles, with left and right sides of the grid alternated as necessary in the heats.

(ii) Rallycross 2

a): Heats

Based on a grid of four automobiles the start order on the grid for the first heat shall be by ballot, and then by rotation of grid positions as follows (example below for left-hand pole position):

Heat 1		Heat 2		Heat 3		Heat 4	
1	2	4	1	3	4	2	3
3	4	3	2	2	1	1	4

If there is a non-starter/s the starting position/s on the grid remains vacant.

b): Semi-Final / Final

A driver's grid position for the semi-finals and final shall be determined by his/her position in the classification in the heats (or the semi-finals if conducted). The highest place driver will start on the 'pole' side of the grid.

If a driver is unable to participate in a semi-final or final (eg: the automobile is unable to be driven to the starting grid under its own power) the next qualifier (ie: the next highest placed driver in the heats classification) may be substituted. Any substitution will take the last place on the grid with those ahead of the driver moving up to fill the place left by the non-starter.

### 7.4 START PROCEDURE

(i) Starting Orders

Each driver and automobile is considered to have come under "Starter's Orders" on arrival at the start grid. Having come under starter's orders, such driver and automobile shall be considered to have started. Failure to proceed to the allocated start line on the grid when directed to do so may involve forfeiture of the run.

(ii) Starting Procedure

Automobiles will start in groups as nominated by the organisers, from a standing start, with engines running. The minimum requirement after the grid marshal/starter is satisfied that all is in order shall be:

- 30 seconds prior to starting lights illuminated: the display of a 30 seconds board;
- 5 seconds prior to starting lights being illuminated: 5 seconds hand signal by starting official;
- 0 seconds: red lights go on (or if no lights, the starting flag is raised)
- After the red lights are illuminated they shall be extinguished between 2 and 5 seconds later, indicating the start of the event (or if no lights, the starting flag is dropped).

(iii) Jumping the Start

A driver starting before the red lights are illuminated, or before the start flag is raised, shall be excluded from the event (ie: heat, semi-final, final).

A driver starting when red lights are illuminated and before they are extinguished, or before the dropping of the start flag, shall be penalised 30 seconds, which is to be added to the drivers time for the event.

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

### **7.5 FINISH PROCEDURE**

(i) The finish line (control line) must be clearly indicated (eg: by trackside signage, etc) and the end of the event shall be identified by the waving of a chequered flag. Drivers are to significantly slow down and drive their automobiles to the paddock area.

(ii) For an automobile to be classified as a finisher in an event it must pass the finish line under its own power within two minutes of the display of the end of event signal being shown (this does not apply if the event is stopped by display of a red flag, in which case the results will be announced on the relative positions of the automobiles at the time they last crossed the finish line under their own motive power prior to the red flag being displayed).

### **7.6 INCIDENTS ON TRACK**

Contact and manoeuvres liable to hinder other drivers, such as premature direction changes on the straight, crowding of automobiles towards the inside or outside of a curve, or any other abnormal change of direction, and avoidable contact, are strictly prohibited.

Any breach of driving standards will be reviewed by the Clerk of Course, who may reserve the right to delay any investigation until he/she has the opportunity to view evidence.

An incident means a fact or a series of facts involving one or several drivers, or any driver's action reported to the Stewards by the Clerk of Course, or Judges of Fact, or noted by the Stewards, which includes instances where a driver has:

- provoked the stopping of a competition;
- violated these regulations or the supplementary regulations;
- started the event prior to the appropriate signal;
- did not respect flag signaling;
- caused a collision;
- forced another driver off the track;
- illegally prevented a legitimate passing manoeuvre by another driver/s;
- illegally impeded another driver/s during a passing manoeuvre.

This list is not exhaustive.

It shall be the responsibility of the Stewards to hold an enquiry following a report or request from the Clerk of Course on a driver/s being involved in an incident and, if found guilty, to apply a penalty of up to and including exclusion from the event, plus a cash penalty as determined by the Stewards.

The Stewards may use any evidence likely to help them to take a decision.

### **7.7 STOPPING THE RACE**

Should it become necessary to stop a race because the track 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 each flag post. When the signal is given, each automobile shall immediately reduce speed and not overtake another competing automobile, in the knowledge that:

- results shall be the order as at the start of the lap before the lap in which the red flag is shown;
- competing automobiles and service automobiles may be on the track;
- the track may be totally blocked because of an accident;
- weather conditions may have made the track undriveable at competition speed.

Drivers are to proceed at significantly reduced speed around the track to return to the paddock and follow the instruction of marshals whilst waiting on a decision of a re-run.

### **7.8 RE-RUNS**

A re-run will be permitted:

- if the timing apparatus fails;
- if a red flag has been shown in a competition and the Clerk of Course and/or Stewards determine to have a re-run;
- in other circumstances as may be granted at the discretion of the Clerk of Course and/or Stewards.

Any warnings or penalties applied in the original run will apply for the re-run.



If a driver, through his/her own error, fails to start, or has retired and fails to record a time, shall not be entitled to a re-run.

If an event is stopped by a red flag and is subsequently restarted any driver who started in the original event who is not able to start in the re-run, will be classified in front of any drivers who did not start at all.

Should the end-of-competition signal be displayed inadvertently before the leading automobile completes the scheduled number of laps the Stewards may order a re-run to take place. Only the automobiles in the previous start are entitled to participate in the re-run and must occupy the same place on the grid as the previous start.

Should the end-of-competition signal be inadvertently delayed the final classification for that heat/final will be established at the moment provided for in the supplementary regulations.

If a re-run is not carried out the result of an event will be based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag.

### **7.9 TIMING**

Timing will:

- be carried out to an accuracy of 0.1 second;
- commence concurrently for all automobiles in an event.

Timing procedures shall be advised in supplementary regulations.

### **7.10 COMMUNICATIONS**

All trackside flag posts, the chief of the marshalling area, the chief grid marshal, and any trackside observers must have two way communications with the Clerk of Course.

Any form of two way communication between driver and pit crew is prohibited, unless authorised by the organisers.

### **7.11 FLAG SIGNALS**

Flag signals shall be in accordance with Appendix H of the CAMS Manual of Motor Sport ('Track Control and Flag Signaling').

## **8: PENALTIES**

### **8.1 NOTIFICATION OF TIME PENALTIES:**

(i) Time penalties imposed as a result of Judge of Fact decisions (e.g. jumping the start, dislodging of penalty markers) shall be notified to the whole of the field by the display at the start line of the automobile number, together with a board showing the letter 'P'.

(ii) Other time penalties authorised in regulations shall be advised on the official notice board.



## 8.2 PENALTIES

If there is any discrepancy between the following text and the text in the articles of the regulations, the latter shall be considered correct.

Penalties shall be incurred for:

Art. No	Infringement	Penalty
3.13	Non-attendance, no signature on attendance document, or late attendance, at documentation / scrutiny	\$100 fine
6.3 (ii)	Failure to practice	Exclusion from the meeting
6.3 (iii)	Practice time or driving considered to be unsatisfactory	Exclusion from meeting
7.1	Striking a penalty marker	5 seconds per marker
7.1 (ii) b)	Not taking Joker Route in heats	30 seconds
7.1 (ii) b)	Taking Joker Route more than once	Black flagged and disqualified
7.2 (i)	Exceeding speed limit in the paddock	Reported to the Stewards
7.2 (ii)	Late arrival at assembling area	Forfeiture of run
7.4 (iii)	Starting before red lights are on	Exclusion from event
7.3 (iii)	Jumping the start before red lights are extinguished	30 seconds
7.6	Incidents on Track	Decision of the Stewards
7.11	Failure to respect flag signals	Reported to the Stewards

Additional penalties may be advised in Supplementary Regulations.