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**Mandatory requirements to be read and understood**

While we want everyone to have a great weekend Canberra PCYC management (The Organisers) have the right to reject or disqualify teams, team cars, drivers or crew that do not comply with the rules and regulations as defined by the following for Budget Endurance Racing.

**Vehicles**

Vehicles shall be primarily based on production cars commercially available in Australia and have been produced in volumes greater than 1000 vehicles.

This event will run under the “Motor Events” Rules and Regulations.

Safety equipment (including wheels, tyres, brakes & suspension) and decoration is not considered as part of this value.

Intake and exhaust manifoldsshall remain standard original equipment per manufacturer (OEM).

Vehicles that are a blend of 2 or more production vehicles may be accepted with the Judges prior approval.

 Vehicles built on a space frame chassis will not be accepted.

**Your car may be REJECTED:**

The rules are clear. If you think that you can get around the few rules that are in place, expect to be penalised!

**Tyres:** Tyres are required to have a tread wear rating of not less than 200 and have a factory tread pattern. We don’t want to see full slicks. If you manage to find a full slick tyre with a tread wear rating of not less than 200 we will still send you packing. Tyres require some tread, you may be racing in all types of weather.

 **Safety Rules and Regulations**

WARNING

If you didn’t already know... motor racing is dangerous. You may be injured or worse. It is exceedingly taxing on your body, physically and mentally. When driving a race car, you’ll be exposed to extreme (both high and low) temperatures; dense smoke and fumes; intense shocks and vibration; very loud noises; and a variety of other unusual, exhausting, confusing and stressful conditions.

You may be the fittest & healthiest specimen of a human BUT we strongly recommend you go see your doctor and tell them what you are planning on doing.

EVEN IF YOU THINK YOU’RE IN EXCELLENT HEALTH, TELL YOUR DOCTOR WHAT YOU’RE PLANNING TO DO; GET A FULL PRE- COMPETITION PHYSICAL EXAM BEFORE YOU START MOTOR RACING; AND ESTABLISH A REGULAR SCHEDULE FOR RE-TESTS!

***This is event is run with the sanctioning of AASA. All AASA rules are a minimum requirement and should be referred to in conjunction with the below rules. See https://aasa.com.au/wp-content/uploads/National-Competition-Rules-Tarmac-V2.6-Oct-2019.pdf or www.aasa.com.au for the most current version of the rules.***

**General**

Unsafe Vehicles and/or Drivers:

At the organisers discretion, any unsafe car or driver may beexcluded from the event at any time.

Cars that are excessively fast or excessively slow will be penalised or excluded at the Judge’s discretion. Don’t bring a race car; it’s a budget vehicle event.

No Passengers allowed.

**Driver racing licence & eligibility**

All events will require an AASA Club race license or National race license. AASA Racing license details are provided on individual event information sheet or at www.aasa.com.au.

 All drivers must be aged 14 years or over with in-date AASA Club race license or National race license & written consent from a parent/guardian.

Any person over the age of 18 years that does not hold a current road driver’s license, can compete in these events, but they must be medically fit to hold a driver’s license.

**Refunds, Entry-Fee Transfers, and Compensation for Loss**

No chance & tough luck! If you cannot get organised, have epic vehicle failure, get intimidated by the intense competition or your mum won’t let you out, NOT our problem!

But if you have a genuine issue, written notice to the organisers is required to negotiate a full refund of driver fees. Refund requests close within 30 days of the event start date Any Cancellation of an event due to Government imposed restrictions will result in a full refund.

**Right of Publicity**

Canberra PCYC loves publishing everything we get up to so it means you may end up being on our social pages, through photos or film and at any time. This is because we love celebrating what we do and love that you and your teams can come on our journey.

No un-authorized Drones or Other Aircraft: The Fun police strikes again– no flying machines allowed onsite.

**PERSONAL SAFETY**

**Driver Helmets:**

Helmets bearing any of the following markings are approved for use:

AS 1698, Australian Standard;

Snell SA 90, M90, SA95, SA 2010 and SA 2015 USA Standard;

SF1 Spec. 31.1, 31.2,

USA Standard; SIS 88.24.11(2), Swedish Standard; DS 2124.1, Danish Standard; SFS 3653, Finnish Standard; ONS/OMK, German Standard; NE 5 72 305, French Standard; E22 (with 02, 03, 04 or 05 amendments), European Standard; BS 6658-85 Type A and A/FR (including amendments), British Standard as a minimum (Helmets exceeding these standards are accepted.)

No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer.

Decoration of helmets is potentially dangerous, and competitors are warned of the hazard of using paint and/or decals on approved helmets.

Helmets must extend to cover the complete ear. “Skull Cap” style helmets must not be used.

The organisers strongly recommend a full face racing helmet complying with the above specifications and compliant with your chosen Frontal Head Restraint.

**Neck Restraint/ Protection**

All drivers must wear neck restraint/protection. We HIGHLY RECOMMEND a Frontal Head Restraint that incorporates a connection from the helmet to the restraint and then the restraint to the seatbelts.

Neck injuries present as one of the most common motorsport injuries. It’s your neck, so look after it and keep yourself as safe as possible.

We do not recommend any brand... you need to go do your homework about the many systems available these days.

**Fire-Retardant Clothing**

Minimum Specification:

Race suit

Single layer race suit SFI 3.2a/1 with underwear SFI 3.3 FIA 8856-2000, FIA 8856-2018, or

Double layer suit SFI 3.2a/5, FIA 8856-2000, FIA 8856-2018

Race Gloves:.

SFI 3.3, Or FIA 8856-2000, FIA 8856-2018

Race footwear~~:~~

SFI 3.3, Or FIA 8856-2000, FIA 8856-2018

Undergarments:

SFI 3.3, Or FIA 8856-2000, FIA 8856-2018

Socks, shirts, and other undergarments made of synthetic materialwill melt to the skin in a fire and are strictly forbidden. Fire-retardant racing socks are mandatory.

Balaclava:

SFI 3.3, Or FIA 8856-2000, FIA 8856-2018

Arm Restraints:

Arm restraints are required when driving an open top or T top vehicle.

SFI 3.3

**Race Day Safety**

Pre-Race vehicle inspections:

Scrutineers will inspect all vehicles before you are allowed on the track. Vehicles must meet all safety standards laid out in this section and must pass scrutineering prior to each race.

NOTE: This is in no way a certification, representation, or guarantee that your vehicle is fit or safe to drive. Each team is solely responsible for determining its vehicle’s safety, fitness to race and compliance within the rules.

Jack and Axle-stands: Each team must bring at least one sturdy floor-jack, and at least two sturdy axle-stands to scrutineering.

Each team is responsible for safely raising their car off the ground during the scrutineering process if needed.

**GENERAL VEHICLE REGULATIONS**

The minimum acceptable wheelbase is 2.2 metres or as delivered by the factory, or if approved by management. No gull wing style doors. Doors must be hinged vertically on the front of the driver and front passenger doors and must be easily opened from the outside.

**ROLLCAGE REGULATIONS**

This is one area that you cannot skimp on!

If you haven’t built a roll cage before that meets AASA standard we strongly recommend you engage a professional, who can give you a certificate of production!

Roll cages must be a minimum standard of class 2 as described https://aasa.com.au/wp-content/uploads/National-Competition-Rules-Tarmac-V2.6-Oct-2019.pdf (Page 57)

WE HIGHLY RECOMMEND A professionally built 6 POINT CAGE WITH SIDE INTRUSION Bars:

At minimum, cage must include:

\* Full front and rear hoop, appropriately braced to each other along the roofline (halo type and side/down bar type are also acceptable)

\* Driver’s side-intrusion.

\* Appropriate main-hoop backstays with no bends, located as close to 45 degrees from horizontal as practical

\* One main-hoop diagonal bar

\* Appropriate spreader plates and gussets

Roll-cage attachment to vehicle: bolt in or weld in cages are acceptable.

All attachment points on the vehicle must be selected and reinforced so that, in the event of an accident, the cage will not punch through, tear, or grossly distort the attachment point. Contour-following spreader plates, backing panels, gussets and/or other reinforcing elements are generally required to meet this goal. Cages mounted to rusty, thin, poorly supported or otherwise stupid attachment points will fail scrutineering and will result in lost track time until it’s suitably repaired.

Rear Limit of Roll-cage: Separate structures to protect fuel tanks, etc. are allowed behind the rear tyres, but they can’t be attached to the roll-cage and can’t allow rear-impact loads to be transferred to the roll-cage.

Main-Hoop to Backstay Intersection Location: Main backstays must attach no more than 150mm (measured from the top of the stay) below the main hoop’s highest point.

Minimum Door Bar Separation: Whether the door bars are parallel or X-shaped, the top edge of the highest bar and bottom edge of the lowest bar must be at least 185 vertical millimeters apart at both ends.

**Roll-bar Padding:**

All roll cage tubing must be padded with high-density roll-bar padding (not pool noodle), wherever a driver may contact the tube with head, knees, elbows, etc.

**VEHICLE INTERIOR REGULATIONS**

Driver’s Seat:

Driver’s seat must be professionally manufactured and commercially available 1-piece purpose built racing seat with properly located, factory provided harness holes

Driver’s seat-back must reach above middle of helmet or higher. Seat must be a One-piece, purpose-built racing seat with properly located, factory provided shoulder harness holes. Moulded plastic seats of ABS or similar material are not allowed.

All seats must be very securely mounted to the floor or cage to avoid separation during a crash. All seat-backs must be restrained against rearward failure.

Seats with Seat-back Braces:

Permanently attached seat-back braces are strongly recommended, but must always be appropriate to the seat type. A mis-matched seat/seat-back brace combination can damage the seat or seriously injure the driver – confer with the seat’s manufacturer to choose the correct brace. The plate where the seat-back brace meets the seat-back must be properly located to encompass the seat’s main structural elements, and large enough not to push through the seat in a crash or otherwise concentrate loads on the driver (plates sold with many commercial braces are too small to meet this requirement, so you may need to add your own, larger, custom-shaped plate).

Seats without Seat-back Braces:

If a seat-back brace is not used, a strong, seat-width element such as a shoulder-harness bar must be located within six inches of the seat-back to prevent the seat from failing rearward.

Solid Mounting: All seats, including seats on adjustable tracks, must show minimal looseness and no back-and-forth free-play.

Seat and Headrest Strength: All seats must be strong enough to withstand major impacts from any angle. The headrest area must be strong enough not to bend in a heavy rear impact.

**Driver**’**s Harness**

**SFI 16.1, or FIA 8853-2016, or FIA 8853/98**

Five or Six-Point Harnesses Mandatory: NO 4 POINT HARNESSES WILL BE ALLOWED.

Must be installed in accordance with manufacturer’s instructions.

 All harnesses must be AASA approved and in apparent good condition and properly mounted. Shoulder harnesses must be two totally separate belts with separate mounting points (single-point Y-belts are not allowed). When viewed from above, shoulder harnesses should be closer at their mounting points than at their seat-entry points. All lap belts must be standard 2-inch or 3-inch width; 2-inch HANS-type shoulder belts are allowed only if ALL drivers are using a HANS- type device at all times.

Harness Mounting Hardware: Grade 8 or better hardware mounted into reinforced areas.

Where lap and crotch strap mountings are made onto unreinforced areas of the floor pan, reinforcement plates must be used beneath the floor. These must be of minimum dimensions 50mm x 75mm x 3mm, with rounded edges. Utilise factory harness mounts where appropriate, but be aware that many manufacturers utilise metric threads, such as M11 x 1.25, rather than the more common 7/16-20 threads found on most eyebolts from specialist motorsport suppliers.

Crotch Strap Belt Mounting: Anti-submarine belt(s) should be mounted vertically or rearward of the belt buckle.

All sliders should be snugged up to their mounting plates or harness bars as much as possible. Belts should be neatly and evenly folded when passing through narrower hardware, such as 3- inch belts passing through 2-inch mounting plates.

Snap-Type Harness Ends: On snap-end-type belt mounts, restrain the snap arm with a cotter pin or safety wire through the hole in the arm.

Check [www.aasa.com.au](http://www.aasa.com.au) for the most up to date regulations on roll cages, belts and driver apparel and comply with them as a minimum.

**Interior Safety**

Cockpit clean up:

Remove all carpet and insulation.

Remove all airbags

Secure all wiring

Remove or protect all sharp edging

Remove all loose items

Secure all additional equipment such as/but not limited to cool suit installations, go pro cameras, helmet blowers.

**Window Nets and Driver Egress**

Window nets mandatory if OEM glass has been removed or windows are wound down or arm restraints are used.

The window net must cover the opening forward to the centre of the steering wheel.

It may be altered to ensure unrestricted view of mirrors.

The net must be fastened to ensure that the mechanism can be detached with one hand even if the vehicle is overturned. The lever or handle must be visibly a different colour.

Press button systems are allowed provided it is visible from outside the vehicle.

Where an unmodified door (post 1970) retains the original OEM shatterproof window on the drivers or passenger’s door then that is sufficient to comply with these requirements.

Where an automobile retains the original OEM door, latches and hinges then the net may be mounted on the door frame, all other automobiles must be mounted to the safety cage.

It is critical that all of your drivers are well practiced at removing the net. It is also critical that they are well practiced at releasing belts, cooling tubes, radio wires, and any other attachments quickly.

All drivers must be able to exit the car rapidly under potentially life-threatening conditions.

**IT IS EXTREMELY IMPORTANT THAT EVERY TEAM MEMBER PRACTICES EMERGENCY CAR ESCAPES BEFORE RACING!**

**Onboard Fire Extinguisher:**

Fully charged Type A: B: E extinguisher, 1kg or larger, must be located in easy reach of a buckled in driver and secured via a proper, purpose- made, all-metal quick-release bracket. No sheet-metal screws or self-tapping screws allowed in mounting the extinguisher.

**ELECTRICAL & MECHANICAL REGULATIONS**

Master Electrical Kill Switch:

All cars must have a racing-type master electrical kill switch easily turned both off and on by the belted-in driver and be easily accessible from outside the car. Remote operation cables can assist in achieving this.

The control for this switch should be red; the OFF position should be clearly indicated;

The switch should be clearly marked by a three-inch or larger lightning-bolt symbol. All electricity must be interrupted by the kill switch! (if you don’t do that, the engine may still run off the alternator even after the battery circuit is disconnected). Don’t put the switch where it’s likely to be hit by another car in traffic or crushed in an accident.

**General Battery:**

All batteries must be fully secured via proper, purpose-built battery brackets, frames, or factory body mounts~~.~~

Batteries located in, or visible from, the passenger compartment must be contained in a sealed battery box.

Whether enclosed in a box or not, batteries must not rock, shift, or feel loose.

**Battery and Other Electrical Terminals**:

All “hot” terminals on batteries, kill switches, and at other exposed points must be covered with insulating material. Rubber terminal covers and/or well-wrapped electrical tape are acceptable.

**FUEL SYSTEM REGULATIONS**

Fuel cells are not mandatory. However, your original fuel tank and systems can be replaced with a “fuel cell” if the original tank is unsafe, particularly if in an older vehicle, pre-year 2000. Definition of “Fuel Cell”: a fuel cell has all of the following:

 a) a purpose-built metal container to house the cell

b) a deformable, puncture-resistant inner vessel and/or bladder; and

c) fuel-resistant anti-splash foam

Aftermarket Fuel Cells: You MUST fit your cell into your car with a bulkhead between the driver and the cell.

Fuel Cell Installation: The cell must be securely mounted in a professional manner and in a safe location, where it won’t be damaged in an impact, or drag on the ground if the car leaves the track

All aftermarket fuel components must use threaded fittings and appropriate hose types, and must include all appropriate race car-quality vents, valves, and other safety features. Fuel-cell installations will be judged on their overall execution and apparent safety.

1) sturdy OEM bumpers

2) a strong, well mounted tank/cell-protecting cage that’s totally separate from the main roll-cage

 3) in non-OEM systems, moving the cell someplace safer

Fuel Cell Vent Lines: All non-OEM fuel vent line(s) must end in a safe location that is lower than the bottom of the fuel cell.

Filler Hoses and Attachments: All non-OE filler systems must be constructed of real, professionally made, purpose-built wire (or nylon reinforced fuel-filler tubing), fasteners and attachments.

OEM Tank Removal: If you fit a fuel cell, the OEM fuel tank(s) must be removed from the car.

Fuel Bulkhead: The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the boot area, any openings between the boot and the cockpit must be permanently sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the boot floor or rear cabin floor are acceptable. If the fuel tank can’t be completely separated from the cockpit by metal panels, a metal-encased, FIA-certified fuel cell, with all related compliant fittings, must be used.

There are to be no Fluid leaks of any kind

**Fuel:**

You must use regular commercially available Petrol with a rating of 98 octane or less or diesel.

**EXHAUST SYSTEM REGULATIONS**

OEM exhaust header

Maintenance:

All teams must maintain their exhaust in good condition, without leaks throughout the entire event.

Noise Limit:

Most race tracks have a car noise limit of 95dB @ 30m, so pretty much stock standard exhaust system with no modifications in this area allowed, or keep it nice and quiet!

**Vehicle Exterior**

Windshields:

A sturdy, driver-protecting windshield is required. Minimum requirement is a laminated windscreen

Body of Vehicle:

Guards, Doors, and bonnet required. Wheels should not protrude beyond the wheel arches.

Car Numbers:

Race Numbers are to be clearly visible from the front and sides of the vehicle.

Numbers on the side of the vehicle must not be less than 300mm tall and be clearly visible from the control tower whilst on the track. It is suggested that numbers on the body of the vehicle are placed on a white or black background. We like those yellow stickers on the upper left corner of your windscreen too.

Tow-point Locations: Please identify (or add) good, strong, clearly marked tow-points to your car – FRONT and REAR. The faster we can get you hooked up, the faster you can get back on the track. (The word “TOW” with an arrow is acceptable marking.)

No Open Sunroofs: Sunroof openings must be covered by a new panel, securely fixed into place.

Mirrors: All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver’s-side exterior mirror. Passenger’s-side exterior mirrors are optional.

Glass Headlights and Taillights (older style vehicles): Glass Headlights, taillights, and side-marker lights must be removed or taped over. Special conditions will apply for night races, as headlights must be in working condition (low beam only) – see below.

Brake Lights: At all times, each car must have working brake lights that are easily seen from the rear. The lights should be located where a mild rear-end impact won’t break or obscure them. A good mounting spot is inside the rear windshield area, on top of the parcel shelf. Stock brake lights protected by clear tape are fine.

Headlights for Night Racing: In the case of a night race headlights will be required. Headlights must be permanently on “low beam” setting (no full beam allowed) and additional spot-lights will be allowed on bars across the front of the car (not roof mounted).

**Fancy Decorations and add on’s for your theme:**

We love themes, but additional decorative items should be made of foam or some other material that will break easily and not cause harm to yourselves or others in the event of a crash. You may be asked to remove certain items on your vehicle if the judges deem them too dangerous to race with.

SAFETY REGS UNDER THE BONNET

Engine Firewall: Gaps or holes in the engine firewall must be sealed up with metal plate or OEM-type grommets. If you can see through it, we want it closed up. In addition to the required unbroken firewall between engine and cockpit, rear and mid-engine cars must have a sturdy rear window or other complete upper barrier for driver protection against fire~~.~~ Metal, heavy polycarbonate (6mm or thicker), and OEM glass are all acceptable.

Coolant: Must be water only or a non-glycol based race coolant. No antifreeze, anti-boil, water-wetter or other additives allowed. A functional catch tank is mandatory. Race specific coolant is acceptable.

TEAMS & COMMUNICATION

Definition: An “Entry” consists of one car and usually 4+ people consisting of driver’s/crew members; it exists for one event. A “Team” consists of one or more entries in one or more events, all sharing one Team Name.

All Teams are to appoint a team captain who is the “responsible” one for the team at the event/s.

There is limit of 4 non-driving crew members, friends in the pit area (Maximum of 500 people at venue)

Driver Portability: Any registered driver is allowed to drive any registered car at any time.

Pit Communication: Every team must have a reliable way to signal its driver on track. A pit board (homemade is fine) is acceptable, as is a helmet-wired radio system. No loose or hand-held receivers are allowed in the car.

In-car RF radio unit: Every vehicle must have a single channel one-way radio specifically designed for the Clerk of the Course (or event Organiser) to communicate with the driver of every team at any time. Popular brands are Rac receiver or Nitrobee.

All drivers must plug their in-ear headphone into this radio unit at all times during the event, and obey any and all instructions. Cars are not allowed on the track without this equipment

Track, Refueling and Pit safety

Track Safety:

It’s Always Your Fault: Motor Racing is an all-fault environment. You are 100% responsible for what happens while you’re in the pits or at the wheel. Not your fault you went off the track or made contact.... We don’t care. Think you’ve been wrongly accused? See the part where it says “we don’t care”. Your job is to stay out of trouble – if trouble finds you, take responsibility like a grownup and figure out how to avoid it the next time.

Team Lousy-Driving Rule: Teams are held jointly accountable for the penalties earned by their drivers.

Passing Safety Vehicles: Safety vehicles moving on the track may not be passed unless a wave-by is given by the safety vehicle’s driver or crew.

Flagging: All flags should be obeyed immediately – they mean something’s up.

Flags have the following meanings:

GREEN = GO

Normal race conditions

Safety Rules and Regulations

YELLOW = CAUTION

On yellow, NO PASSING! There’s something dangerous ahead. Stop racing, pay attention to your surroundings and the situation ahead and proceed in single file at no more than 60km/h. Remain in single file until you are safely past the incident(s). You may ONLY return to race speed, overtake and ‘race’ when the Green light is activated.

RED = STOP

On red, come to a safe, controlled stop as soon as practical. Pull to the outside edge of the track, and wait for more instructions (via in-car radio, safety crew or track marshals).

*This flag is deployed on the instruction of race control and is used to indicate that it has become necessary to stop the activity on the track and all drivers must slow down immediately and proceed to the Pit Lane. Drivers should be prepared to stop if necessary. Overtaking is not permitted and drivers should be prepared to follow the instructions of trackside officials. (AASA event manual)*

BLACK FLAG (pointed at you individually) = YOU’VE GOT PROBLEMS!

For an individual black flag, come to the Penalty Pit immediately – either you’ve got a mechanical problem, or you/your team has committed a punishment-worthy sin.

Pit area safety

Vehicle movement: From garage area to trackside pit area and vice versa

Extreme care shall be exercised when moving any Vehicle/Machine, be they racing or support, from one area to another on the property. Only persons holding a current valid license, competition or civil, may drive such Vehicle/Machines on the property.

Speed limits: A safe speed is to be maintained at all times, with a speed not greater than 15kph to be utilised

No vehicle may be driven in reverse in pit lane: Any vehicle rolling past its pit may be pushed back into position if necessary. When re-entering the race track following a pit stop, all vehicles must remain below the speed limit until reaching the control line at the end of pit lane.

No Drinking Alcohol Until Track Goes Cold: Participants are absolutely prohibited from drinking alcohol until after the last car leaves the track following the day’s checked flag. Violators will be ejected from the facility immediately.

Fueling Rules & Safety

Fueling: All fueling must be handled in approved fuel containers. During fueling, the car shall be turned off (the kill-switch must be in the OFF position); no person can be in the car; and NO other work may be done (no fluid or tyre checks, no screwing with the in-car camera, etc.). At least two crew members must participate in fuelling; all wearing the same safety gear as a driver – balaclava is sufficient as head covering, safety glasses are a preferred option. At least one team member must have a fire extinguisher in hand, ready to shoot, aimed at the fueler. Fueling locations vary by track and are covered at the Drivers’ Briefings. Participants are responsible for knowing all fueling rules.

Drip Pans: All fueling must be done over a sturdy, fuel-compatible drip pan provided by the team.

Fuel Spills: Fuel spills should be quickly diluted with water or Cold Fire. Petrol eats asphalt; so don’t let it sit! Officials are happy to give you clean up supplies—come find one ASAP.

Fluid Spills and Disposal: Please prevent and contain fluid spills. If you do spill, come to HQ or alert any track official ASAP – we’ll help you get it cleaned up. Most tracks have environmentally safe disposal stations onsite – ask track officials for locations.

Fuel Storage: Keep your fuel in a secure, shady place outside the garage, except for a maximum of 2 x 20 litre containers that are allowed inside your garage. However, regulations change track to track, and always refuel your vehicle in the designated fueling area/s.

As per the Wakefield Park Raceway regulations which are found on their website Noise restrictions apply

*MUFFLERS AND NOISE RESTRICTIONS Wakefield Park has recently upgraded its noise monitoring equipment to brand new technology. All vehicles must be fitted with an effective commercially produced muffler which diminishes the sound of the engine’s exhaust and has a built in spark arrestor. Exhaust systems can be no lower than V1.0 100mm above road surface (due to fire risk off track). All vehicle exhausts must, when measured in competition conditions at 30 metres from the track edge, ensure that the sound emission from the vehicle does not exceed 95dB(a). Any vehicle exceeding noise limits will be mechanically black flagged and given one (1) chance only to rectify the issue. If a second (2nd) breach is detected, your day is then concluded.*

Safety Rules and Regulations

Driver/ Team Penalties

These events are governed by the gentlemen’s driving code of conduct. Breaking any of the below will result in a penalty being applied:

• Strictly no contact

• No corner diving

• No wheels off the track

• No inappropriate loss of control or sideways traction

• Keep it cool rule – If you are getting too serious and it’s a safety concern. There are plenty of people out there who are not taking it too serious and you will jeopardise their safety and enjoyment.

The judges will impose rules as they see fit at the time. If you don’t want to obey the rules or accept the penalties, you will find yourself in more trouble.

Depending on the seriousness of the offences this may be the potential end of race for your team Self-imposed penalties for minor offences will be downgraded to a pit drive through.

We are all out on the track to compete and have fun, remember this is not a V8 Supercar series and is just not that serious. There are no talent scouts for the Formula One watching you to snap you up for a team placing.

Drive to your ability, compete with cars of similar speed and skill and above all stay safe.

If you need help or are unsure of any of the safety rules and regulations, please make contact with us.