



NATIONAL COMPETITION RULES

V2.3 May 2017

(Incorporating Tarmac Rallies)

For current NCR's and specific discipline regulations refer to www.aasa.com.au

V2.3 May 2017
Australian Auto-Sport Alliance Pty Ltd

VERSION CONTROL

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AUSTRALIAN AUTO-SPORT ALLIANCE PTY LTD RULES

Applicable to all competition and events sanctioned by the Australian Auto-Sport Alliance Pty Ltd (AASA)

G1 GENERAL

G1.1 Definitions of Terms

In these rules, unless the subject matter or context indicates otherwise, the following expressions have the following meanings:

“AASA” means the Australian Auto-sport Alliance Pty Ltd

“AASA Appeals Tribunal” means the Tribunal convened by AASA, to receive, consider and determine appeals by competitors.

“AASA Competition Rules” or “These rules” means these AASA Competition Rules as amended from time to time.

“AASA Competition Licence” means the licence issued by AASA permitting a person to participate or compete in a competition or event.

“Appeal fee” means the fee payable under rule 18.3 to commence an appeal to the AASA Competition Rules.

“Clerk of Course” means the person(s) appointed by AASA under Rule 13.1, and including any corporation, person or entity exercising any power delegated by the Clerk of Course.

“Competitor” means a person who has validly entered and is entitled to compete in a race or event and without limitation shall include a Driver /rider, vehicle/machine owner, mechanic, crew member, the holder of a AASA licence or any other person within the purview of these rules.

“Component of a Vehicle/Machine” means any engine, part, accessory, piece of equipment, fuel or other substance used or intended to be used by a competitor at or during a race or event.

“Crew Chief” means the person appointed as the head crew member of a race team.

“Decision of the Clerk of Course” means any decision or determination made as applicable to these rules.

“Driver/Rider” means the Driver/Rider of a race vehicle in any competition.

“Driver/Riders Briefing” means a meeting organised and conducted by the Clerk of Course prior to the commencement of a competition or event, or at any time directed by the Clerk of Course.

“Investigation” means an inquiry undertaken by the Clerk of Course, and more particularly as described in Rule 13.

“Legal Practitioner” means a person duly qualified to be admitted to practice as a solicitor of the Supreme Court in any State of Australia.

“Machine” means a motorcycle or a motorcycle and sidecar used for completion on a sealed race track.

“National Competition Rules” means the National Competition Rules published by AASA, normally as a Manual of Motor Sport, as amended from time to time, and incorporating Standard Regulations and other related articles.

“Offence” means a breach of rule 11.1, 11.2, 11.3, 11.4, 11.5, and any other applicable rule of competitive racing.

“Official” means any person appointed from time to time by AASA or the organisers to officiate at a competition or event, and without limitation includes AASA Executive(s).

“Organising Permit” means the permit issued by AASA approving the conduct of an event.

“Organisers” means those people who hold an AASA Licence and/or Permit to conduct a motor sport event or meeting.

“Passenger” means a person, other than a rider carried on a motorcycle and sidecar during an event, or part of an event.

“Prohibited Substances” means the substances identified in Schedule 3.

“Promoter” means the commercial promoter, or proposed commercial promoter, of a competition or event.

“Protest” means a protest made by a person under Rule 12.

“Race” means a competition sanctioned by AASA and conducted pursuant to the AASA Competition Rules, between two or more vehicles running simultaneously on the same race track and in which speed or time is the determining factor.

“Race Director” means the senior representative of the Circuit Owner, with authority over the official usage of the circuit.

“Race Meeting” means a meeting sanctioned by AASA and conducted pursuant to the AASA Competition Rules, in which one or more races are conducted, and is inclusive of all periods relating to registration, inspections, time trials, qualifying races, practice runs, racing, post race inspections and any other activity associated with AASA. The day of a race meeting shall include any subsequent day at which the race meeting is concluded if the initial race meeting was postponed as a result of inclement weather or other circumstances.

“Rally” means an event which is conducted over dirt or bitumen roads which are driven in a competitive manner.

“Rally Vehicle Crew” means the crew aboard a vehicle during the conduct of a rally. The members of the crew will be nominated as Driver/Rider, co-Driver, navigator or passenger.

“Rider” means the person in control of a motorcycle in any competition.

“Co-Driver” means a crew member whose primary role is to convey instructions to the Driver to enable the Driver to follow the correct route. A co-Driver may also drive at any time during the event.

“Navigator” means a crew member whose role is to convey instructions to the Driver to enable the Driver to follow the correct route. A navigator is not permitted to drive at any time during the event if not the holder of a civil driving licence.

“Passenger” means a person, other than a Driver, co-Driver or navigator carried in a vehicle during an event, or part of an event. No passenger may drive at any time during an event, even if the holder of a civil driving licence.

“Report of the Clerk of Course” means the report completed and lodged under Rule 13.2.

“Secretary of the Meeting” means the person approved by AASA, in consultation with the relevant AASA Circuit Member, to be the Administration Secretary of the Meeting.

“Series Regulations” means the series regulations of AASA, to be read in conjunction with these rules, as amended from time to time.

“Scrutineer” means a person(s) appointed by the event organiser and/or AASA, who is responsible for assessing the eligibility of a Vehicle/Machine and performing such duties as designated from time to time by AASA, and includes any corporation, person or entity exercising any power delegated by the Scrutineer.

“Steward” means that for all events AASA can appoint at least one Steward who shall attend and be responsible for the safe conduct and to enforce the rules under which an event permit has been issued, and to adjudicate upon any protest or dispute, and submit a report to AASA post-event.

“Supplementary Regulations” means any additional rules published by AASA and/or the organiser of the event that regulate or apply to the meeting.

“Tarmac Rally” means an event which is conducted over closed tarmac roads which are driven in a competitive manner, joined by touring, or transport, stages on which normal traffic road rules apply.

“Tarmac Rally Checker” means the person appointed by AASA to travel over the rally course prior to the event to check that the course planned by the organizers confirms with the requirements of accurate instructions to be issued to competitors, the safety of the route, and submit a report to AASA post-check.

“Touring Road Event” means an event incorporating special tests, speed tests and closed road sections as defined in the event’s supplementary regulations.

“Tarmac Rally Observer” means the person appointed by AASA to observe all aspects of an event and submit a report to AASA post-event.

“Tarmac Rally Stage Safety Assessor” means the person appointed by AASA to check a rally’s closed tarmac roads for safety from a competitors point of view, and submit a report to AASA post-check.

“Tarmac Rally Stewards” means the person, or persons, appointed by AASA to enforce the rules under which an event permit has been issued, and to adjudicate upon any protest or dispute, and submit a report to AASA post-event.

“Vehicle” means a motor vehicle/motorcycle used or intended to be used by a competitor at an event.

G1.2 Application of AASA Competition Rules

These rules shall apply to all persons that participate or intend to participate in a competition or event and without limitation shall apply to:

- (a) a competitor,
- (b) a promoter,
- (c) a person who applies for or holds a AASA licence,

- (d) an official,
- (e) an organiser, and
- (f) the AASA Appeals Tribunal.

G1.3 Interpretation of AASA Competition Rules and Other Documents

- (a) AASA shall interpret all provisions contained in:
 - i. these rules;
 - ii. any Supplementary Rules;
 - iii. the Series Regulations;
 - iv. the Memorandum and Articles of Association; and
 - v. any other relevant document or direction associated with AASA, a race or a race meeting.
- (b) Save and except in the case of an appeal brought by a person under Rule 18.2, the interpretation and application by AASA of all the provisions contained in the documents listed in Rule 1.3(a) shall be final and binding on every person bound by these rules.

G1.4 Amendment of AASA Competition Rules

AASA may from time to time amend these rules or make such further or other rules as it in its absolute discretion deems fit.

G1.5 AASA - Offences Generally

Where AASA is of the opinion that a person has committed an offence, AASA may, without limiting the powers of the Clerk of Course or the AASA Appeals Tribunal contained in these rules, deal with any such matter in such manner as AASA in its absolute discretion deems fit.

G1.6 Rules 1, 11, 13, 18, 24 and 25 are Paramount.

To the extent that any provision contained in rules 1, 11, 13, 18, 24 and 25 is inconsistent with any other AASA Competition Rule, the provision contained in Rules 1, 11, 13, 18, 24 and 25 shall prevail and all other AASA Competition Rules shall be read subject thereto.

G2 LICENCES AND PERMITS

G2.1 Eligibility

Any person is eligible to receive an AASA competition licence or permit authorising participation in an AASA sanctioned event, if the person has properly filed a licence application, meets the required qualifications for the licence, has undertaken an appropriate medical test where required to do so with a qualified general practitioner and has been passed for the issue of a licence by the duly appointed testing officer. AASA may reject any licence application in the interests of safety and/or better management and administration of Australian motor. Any person whose application has been rejected may appeal to the AASA Appeals Tribunal this decision by AASA of rejecting their licence application.

G2.2 Licences Required

Every person who desires to participate in an AASA sanctioned event as a competitor and/or crew member must, at all times, hold a valid, current AASA competition licence or an equivalent national standard Competition Licence issued by an authority recognized by the AASA

G2.3 Application Process

Application forms for an AASA licence or permit may be obtained from AASA Head Office, P O Box 483 Wangaratta VIC 3677 (Phone: 03 5721 7800 or Fax: 03 5721 7900) or from the AASA website (www.aasa.com.au). AASA Head Office is responsible for the issuing of AASA licences. Application forms must be fully executed, signed by the applicant and accompanied by the requisite fee if applicable (non-refundable).

The mere acceptance of an application form and fee does not constitute the issuance of a licence or approval by AASA of such an application. Applicants will be advised in writing whether their application has been approved or rejected by AASA.

G2.4 Minors

If the licence/permit applicant is between 14 and 18 years of age, the applicant must also submit with his/her application a fully executed and signed Minor's Release. No licence/permit will be issued without said release.

AASA WILL NOT issue a Competitor Licence as a race Driver to anyone under the age of 14 unless otherwise specified in an event's Supplementary Regulations as approved by the AASA.

G2.5 Licences Non-Transferable

An AASA licence/permit is non-transferable and non-assignable. It may be used only by the person to whom it is issued. If a licence/permit holder intentionally or unintentionally transfers or assigns their licence/permit to another person or entity to use or attempt to use the licence/permit, then the licence/permit holder shall be subject to disciplinary action, AND HE/SHE SHALL INDEMNIFY AND HOLD HARMLESS AUSTRALIAN AUTO-SPORT ALLIANCE PTY. LTD. FROM ANY LOSS OR EXPENSE INCURRED BY AASA AS A RESULT.

G2.6 AASA Driver Competitor Licence Holder Requirements

To secure an AASA Competitor licence as a race Driver, an applicant must, unless otherwise determined by AASA:

- (a) Be at least 14 years of age.
- (b) Satisfy AASA that he/she has the ability and competence to hold a licence to drive in competition. Proof of issuance of a current competition licence from another recognized issuing body shall not automatically constitute the issuance of an AASA licence, however this will be taken into consideration.
- (c) Where necessary, pass a driving ability test conducted by and at the discretion of Organisers, whose decision as to the applicant's driving ability is final and binding on the applicant.
- (d) Evidence of an appropriate medical examination, as outlined on the application form and undertaken within the previous 12 months, is also required. Such evidence shall be either:
 - i. the completion and signing of the section provided on the form by a general medical practitioner; and/or
 - ii. attachment of a photocopy of a general medical practitioner's signed health check report; and/or
 - iii. attachment of a photocopy of a motor sport representative organisation's licence, or other documentation, indicating that the AASA licence applicant has undergone a similar medical examination within the previous 12 months.

- (e) Medical reports must be issued by a general practitioner or specialist.
- (f) Execute and deliver to AASA such authorisation, releases, applications and other documents as may be required by AASA.
- (g) For Tarmac Rallies the requirements are to be specified in an event's Supplementary Regulations.

G2.7 Rookie Drive

All Driver/Riders will be considered to be a "ROOKIE DRIVER" until they have competed in four (4) race meetings, on AASA Member Circuits. A Driver shall remain a rookie Driver for the entire season during which they complete their fourth race on a AASA Member Circuit, or as determined by AASA from time to time. Rookie Driver must display "P" Plates – as per civil provisional road licences.

G2.8 Vehicle and Vehicle Owner Competitor Passport Requirements

- (a) Upon completion of a Passport Application, AASA will issue the Passport in the name of the vehicle owner/lessee. If the vehicle is owned by a partnership, corporation or other business entity, the permit will further indicate the name of the official head of the business entity, the person who will be responsible for all communications and contact with AASA.

G2.9 AASA Crew Member Requirements

In racing to be a crew member, a person must:

- (a) Be over the age of 15.
- (b) Be physically fit to be a team member to an appropriate level determined by AASA from time to time.
- (c) Must submit to a physical examination and be declared fit for activity by a AASA appointed physician, or the applicant's preferred general medical practitioner, when deemed necessary by AASA.

G2.10 Officials Licence Requirements

To secure a permit as an Official, a person must:

- (a) Be over the age of 15.
- (b) Possess, in the opinion of a AASA representative, the necessary qualifications and abilities required for him/her to carry out the duties as an Official.
- (c) Furnish a completed Officials' Licence application.
- (d) Be physically fit to perform the duties of an Official to an appropriate level determined by AASA from time to time.
- (e) Must submit to a physical examination by a AASA appointed physician, or the applicant's preferred general medical practitioner, when this is deemed necessary by AASA.
- (f) In tarmac rallies the following minimum ages are to apply:
 - for officials working in general administrative areas – 12 years

- for officials working in non-competition areas – 14 years
- for officials working in a competition area – 15 years

G2.11 AASA Promoter Licence Requirements

To secure a licence to conduct a AASA sanctioned event, an applicant must:

- (a) Satisfy the AASA, or such person/s as the AASA may delegate, as to his/her/its financial, organisational and marketing skills.
- (b) Provide evidence of financial standing and/or guarantees, as may be requested by the AASA, from time to time.
- (c) Demonstrate approval, in principle, by the management of the relevant circuit/s, to conduct AASA sanctioned event/s at such circuit/s.
- (d) Agree to present any AASA sanctioning of his/her/its event, only in accordance with such as may be approved by the AASA, from time to time.
- (e) Shall be required to sign an agreement that he/she/it will conduct the AASA sanctioned event/s only in accordance with the AASA National Competition Rules, Standing Regulations (or approved Supplementary Regulations), Event Operations Manual (if applicable) and any other requirements prescribed by the AASA from time to time.
- (f) Shall sign an agreement indemnifying AASA, its and/or its members in the event of litigation occurring in association with the commercial aspects of the event activity.

G2.12 Use of AASA Licences/Permits

- (a) All persons being the holder of an AASA issued licence/permit, must present their licence/permit to the Organisers when signing in for any event. Failure to do so may mean loss of points and/or prize money.
- (b) The licence of a competitor injured in, or suspended during or after, an event must be promptly forwarded on request to AASA Head Office. AASA Head Office will return the licence when it determines that the competitor is physically fit to perform, or if a competitor has been suspended, upon the lifting of the suspension.
- (c) All licence/permit holders are required to carry and display their licence/permit at all times and be prepared to present their licence/permit to any Official, on request, whilst present at any AASA sanctioned event.

G2.13 Suspension

AASA may suspend a licence/permit for a definite or indefinite period of time, or for all or specified AASA sanctioned events or tracks, in the interest of the sport. The affected person may appeal such a decision to the AASA Appeals Tribunal.

G2.14 Voluntary Termination

A licence/permit holder may discontinue their licence/permit at any time by surrendering their licence/permit, together with a letter of cancellation, to AASA Head Office.

G2.15 Involuntary Termination

AASA may terminate a licence/permit at any time in the interest of the sport. The owner/permit holder may appeal such a decision to the AASA Appeals Tribunal.

G2.16 Expiration

All licences/permits expire 12 months from date of issue.

G2.17 Ejection

A Senior Official and/or the Clerk of Course may eject a licence/permit holder from an event or from the racing premises in an emergency situation, in the interest of safety or to promote the orderly conduct of the event. An ejection is final, except as provided in section 1 .5.

G2.18 Interim Review of Licence Qualification

AASA may review the qualifications of a licence/permit holder at any time after the issuance of a licence/permit, may require the licence/permit holder to submit to such additional physical examinations or tests, or to pass such additional Driver/Rider ability tests, as AASA may deem appropriate, and take other such action as AASA may deem appropriate to determine whether the licence/permit holder continues to qualify for a licence/permit under these rules.

G2.19 Injury Report

Any licence holder who is injured in any way when on the racing complex MUST report, in person, to a AASA Medical Officer prior to leaving the complex. Any Official who observes, or becomes aware of, a licence holder being injured in any way, when on the racing complex, must report such observation to his/her senior official. Senior Officials, in turn, must report such to the Clerk of Course.

G3 SANCTIONED EVENTS

G3.1 Sanctioned Event

A AASA sanctioned event is an event which AASA has agreed in writing to sanction, in an applicable, fully executed Application for an Event Permit that is in effect at the time of the event and that has not been cancelled or rescinded by AASA.

G3.2 Eligibility for Sanctioning

In order to be eligible for an AASA sanction for an event or series of events, a promoter must submit a fully executed Application for an Event Permit on the appropriate form provided by AASA. An AASA sanction is issued only by AASA Head Office on the appropriate form after approval by AASA. No sanction will be approved unless or until the track, or course, and surrounds have been inspected by and/o meet all the standards for safety and otherwise as set by AASA.

G3.3 Authorised Participants

Only individuals holding a current, valid AASA or AASA approved alternative sanctioning body competition licence or permit are authorised to participate in AASA sanctioned events.

G3.4 Changes to Program

All changes relating to a race program, including practice or qualifying, must be approved in advance by AASA Head Office. Late changes to a race program due to inclement weather or other circumstances can only be made by the Clerk of Course, in consultation with AASA Supervisory Officials

G3.5 Use of Prohibited Substances and Security at Sanctioned Events

The use of any stimulants, depressants, tranquillisers, including but not limited to alcoholic beverages, narcotics etc, during an event is prohibited, and it is the responsibility of the promoter to provide sufficient security personnel at all times during an event to enforce this provision. Failure of the promoter to supply sufficient security personnel may result in the termination by AASA of the sanction application. AASA shall be the sole judge as to whether such stimulants, depressants or tranquillisers are being used and may require any licence/permit person to undergo a test or tests in furtherance of this rule. See Schedule 3 (See also 11.6 and 4.5).

G4 MANNER OF OPERATION OF AASA EVENTS

G4.1 Applicable Rules Governing Sanctioned Events

- (a) **All events sanctioned by AASA will be run under the provisions of these rules**, unless specifically varied, and any Supplementary Regulations issued for the event. Some regulations may vary from these rules in specific matters. Bulletins may be issued during a meeting, with or without further consultation with competitors. These bulletins shall have the same effect and force as the standing regulations or supplementary regulations and will be displayed on the Official Notice Board at the General Administration Office, or other nominated place to be advised to all competitors.
- (b) The Clerk of Course shall have all authority specified in these regulations. Where an Assistant Clerk of Course is required to assume the Clerk of Course's duties for any part of a meeting, he/she will also assume the authority of the Clerk of Course for that part of the meeting.

G4.2 Authority Regarding Use of Race Premises

- (a) The Race Director shall represent and make decisions on behalf of the Circuit Owner during any meeting, and shall have authority in all matters, particularly commercial matters, regarding the use of the property by any party.
- (b) All regulations issued for the event shall apply equally and be binding upon all persons who seek to gain entry to the race track whether as an official, competitor, team member or paying spectator. Contravention of these regulations by any person may lead to the expulsion of the offender from the race track. (See also 1.3).

G4.3 Access to and Use of the Property

- (a) Only persons and vehicles showing the correct pass may gain access to the paddock, scrutineering, marshalling and pit areas, or any other restricted area.
- (b) Children under the age of 16 years will not be permitted access to the trackside pit area during any event, regardless of any pass held by them.
- (c) Persons deemed to be wearing unsuitable clothing may be refused entry to the trackside pit area by track officials notwithstanding that appropriate passes are held.
- (d) Vehicle movement from garage area to trackside pit area and vice versa:
 - i. Extreme care shall be exercised when moving any Vehicle/Machine, be they racing or support, from one area to another on the property;
 - ii. Only persons holding a current valid licence, competition or civil, may drive such Vehicle/Machines on the property;
 - iii. A safe speed is to be maintained at all times, with a speed not greater than 15kph to be utilised unless specifically exempted by the Organisers and/or a AASA Supervisory Official.
- (e) Terrain vehicles, or unregistered vehicles:
 - i. may be used for towing purposes ONLY;
 - ii. may NOT be used for personal transportation;
 - iii. shall NOT be driven at a speed greater than walking pace (10 kph).
- (f) AASA, the AASA Member Circuit, the Event Organisers and/or the promoter(s) shall not be liable for any injury or damage which may be caused by terrain or unregistered vehicles.

G4.4 Restricted Areas and Trackside Pits

- (a) Only such personnel as may, in the opinion of the Organisers, be necessary or essential for the conduct of the meeting shall be permitted inside the safety fenced areas, including the trackside pit area. Access to such areas by any person other than those for whom passes are specifically issued, or misuse of such passes, may result in disciplinary action against any competitor concerned. The organisers reserve the right to remove from any restricted area any or all persons at any time, regardless of any passes displayed by or which have been issued to those persons.
- (b) Waste oils must be collected in a suitable container and disposed of in the waste oil receptacles provided by the organisers.
- (c) Race vehicles, transporters and tender vehicles may only be washed in an appropriately designated wash bay.

G4.5 Competitors Conduct during all Competition Activity

- (a) Competing Vehicle/Machines may be driven on the track during any meeting only with the permission of the appropriate Official, and only by authorised and eligible Driver/Riders. During all practice sessions, qualifying sessions and races, the regulations in respect of the following matters MUST be complied with:
- i. Flag and/or light signals
 - ii. Wearing of correct apparel - Driver /Riders and pit crew
 - iii. Personnel in Pit Lane
 - iv. Caution laps and Pace vehicle procedure
 - v. Supplementary Regulations applicable to such sessions, as may be announced from time to time.
 - vi. Any other Regulations which might apply to such sessions.
- (b) The consumption of any prohibited substance by competitors within the pit, marshalling, paddock or garage area is prohibited at all times prior to the conclusion of the Meeting, and the consumption of any alcoholic beverage by any Driver/Rider or pit crew, prior to the end of their participation on any day, is forbidden. Failure to comply may result in the imposition of penalties, including but not limited to exclusion of the whole team involved. (See also 3.5).

G5 SAFETY

G5.1 Responsibility for Safety

Automobile competition is an inherently dangerous sport. Each competitor assumes that risk when he or she participates in an event. While everyone involved - circuit owners, Vehicle/Machine owners, Driver/Riders, mechanics, team members, officials, promoters, and AASA - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present at a high level.

Although safety generally is everyone's concern, by virtue of its limited role in the conduct of an event, AASA cannot be and will not be responsible for any aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows:

- (a) **Circuit Owner(s):** The Circuit Owner(s) is directly and finally responsible to ensure that the competition facilities are adequate for the event, that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs, and that the conditions at the competition facility are maintained in a reasonable manner to reduce the risk of injury.
- (b) **AASA:** Employees and representatives of AASA, when they are present at an event, will inform the relevant Circuit Owner and/or Clerk of Course of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the track that they (i) observe and (ii) consider to their best judgment to be inconsistent with the interests of safety. However, AASA cannot and does not take responsibility to ensure the adequacy, for the purposes of safety, of the competition facility, safety personnel or equipment, or conditions at the track. The Circuit Owner(s) and the Competitors are solely and ultimately responsible for such matters at AASA events.

- (c) **Competitors:** All competitors are obliged to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during and after an event. The competitors are under an obligation to inspect, observe and promptly report to the Circuit Owner and/or Clerk of Course, any inadequacy in the facilities, safety personnel or equipment, or conditions at the track. Competitors are also solely and directly responsible for the safety of their competition Vehicle/Machines and racing equipment and are obliged to perform their duties, whether as a Vehicle/Machine owner, Driver/Rider or mechanic, or team member, in a manner designed to minimise, to the degree possible, the risk of injury to themselves and/or others. NEITHER AASA, THE CIRCUIT OWNER NOR THE PROMOTER(S) CAN, OR WILL, BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE VEHICLE/MACHINE, RACING EQUIPMENT OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.
- (d) **Officials:** Officials are independent contractors and/or volunteers. Those officials, in the exercise of their independent judgment, should report promptly to the Organisers any observed safety inadequacies in the competition facilities, safety personnel and equipment and conditions at the track. In addition, an Official who observes any safety inadequacies in a competitor's Vehicle/Machine, racing equipment or conduct, may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include but is not limited to physical examination, medical determinations, and Driver/Rider ability or experience tests.
- The competitor is obligated to follow the Official's directives. Since Officials are independent contractors and/or volunteers, and motor sport is inherently and generally known to be an unsafe activity, AASA IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY OFFICIAL AS IT PERTAINS TO SAFETY.
- (e) **Tarmac Rallies:** The organizer is responsible for the preparation of safety plans and publishing these in relevant documents, and ensuring that the plans are adhered to.

G5.2 General

The rules in this section are designed to reduce the always present risk of injury to competitors in AASA sanctioned events. They are all inclusive. At any time before, during or after an event, Organisers may require such additional measures or equipment, or make such additional determinations, as they deem necessary to further reduce the risk of injury. These additional measures, equipment or determinations will be made known to competitors through AASA bulletins, the AASA newsletter, telegram, at pre-race meetings, at the time competitors sign on, by way Supplementary Regulations issued prior to the event or at other times during the course of an event as conditions warrant. They may include, but are not limited to, physical examinations or tests, medical determinations, and Driver/Rider ability or experience tests.

G5.3 Vehicle/Machine Safety Inspections

All Vehicle/Machines are subject to inspections by Scrutineers for safety each day before taking part in any competition, practice, qualifying or racing or at any other time during or after an event. It is the responsibility of the Driver/Rider, Vehicle/Machine owner and mechanics, individually and severally, to have their Vehicle/Machine free from mechanical defect and in a safe racing condition. (See also section 7).

AASA reserves the right to exclude any Vehicle/Machine or Driver/Rider or race team from all or part of any competition if, in its opinion, such Vehicle/Machine, Driver/Rider or team may be a danger to others involved in the competition, or to him, her or themselves.

G5.4 Vehicle Additions or Accessories

- (a) Additions to vehicle bodies, are not be permitted save for those approved in vehicle Category Regulations in regular racing.
- (b) Accessories used in the interests of safety and vehicle handling will be considered for approval by AASA. AASA will establish minimum and/or maximum tolerances when deemed necessary.

G5.5 Safety Equipment - Four Wheeled Vehicles - Racing

- (a) A quick release type approved safety belt and shoulder harness of not less than 75 mm in width is compulsory. Shoulder harness inertia reel may not be used.
- (b) All belt ends must be fastened to the roll bar cage with class 8.8 bolts of not less than 10 mm diameter.
- (c) Shoulder harness must come from behind the Driver seat and must comply with Australian Standards. Where the harness crosses the roll cage it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. Where the shoulder harness passes through the upper portion of the seat it must be on a plane higher than that of the Driver's shoulders.
- (d) Where the belts pass through the seat sides, the holes must have a grommet installed, be rolled and/or padded to prevent cutting of the belt. A centre (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt at the top.
- (e) AASA officials reserve the right to render unusable or impound any seat belt involved in a serious accident.
- (f) It is mandatory for each pit crew to have an approved fire extinguisher, complying with current Australian Standards with it's equipment in the pit area, at all times, within ready reach for any emergency -i.e. fully charged minimum 2 kilogram capacity dry powder, or it's equivalent, showing a current inspection certificate.

G5.6 Safety Equipment for Racing - Driver - Crew Member

- (a) Helmets.
 - i. 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.)
 - ii. No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer.
 - iii. Decoration of helmets is potentially dangerous, and competitors are warned of the hazard of using paint and/or decals on approved helmets.

- iv. Damaged helmets are not permitted.
- v. It is the Driver/Rider's responsibility to ensure that his/her helmet meets the above requirements.
- vi. AASA Inspectors reserve the right to impound any helmet involved in a serious accident.

- (b) It is mandatory for all Driver in racing events to wear driving suits, gloves and footwear of an approved flame retardant material which effectively covers the body at all times whilst on the race track. All suits must meet the appropriate Australian Standard or a standard as approved by AASA, from time to time.
- (c) It is mandatory at all times whilst a vehicle is being refuelled on a pit stop, or at other times as may be nominated by Organisers, for the refuelling and catch can crew men to wear one piece suits, gloves, shoes, head and face shields of an approved fire resistant material that effectively covers the body.
- (d) It is recommended, but not compulsory, that all crew members servicing a vehicle on a pit stop be attired to the same minimum standard as Driver, i.e. helmets, driving suits, gloves and footwear.
- (e) It is mandatory for all Driver in Club motorsport, eg. Sprints and motorkhanas to wear non-flammable clothing such as wool or cotton (no nylon) covering the body from neck to wrists to ankles.
- (f) It is mandatory for passengers in approved passenger sessions to be clothed to the same specifications as the Driver/Rider of the vehicle

G5.7 Fuel Handling and Storage

- (a) The handling and storage of fuel must be in accordance with the current Occupational Health and Safety Act, the National Standard for the Storage and Handling Dangerous Goods pertaining to each State and Territory in Australia and in accordance with the policy and requirements of the property owner.
- (b) No smoking is allowed in the pit area either in front of or in the designated team area behind the wall or in any fuel dispensing area or impound area.

G5.8 Safety Practices and Procedures

- (a) No Driver shall compete in any event with head, arm or other body extremity extended outside of a closed body race vehicle.
- (b) No practice, qualifying or race, shall start unless there is adequate safety and emergency equipment on the track premises. It is the responsibility of the Promoter to provide the equipment.
- (c) No competition vehicles shall be allowed on track until the track has been opened for official practice.
- (d) No person will be permitted to ride on the outside of any competition vehicle at any time or with any portion of his/her body protruding from the race vehicle.

G5.9 Communications

These will be in accordance with the Supplementary Regulations provided for the particular meeting.

G5.10 Two Seater Operations

These will be in accordance with the Supplementary Regulations provided for the particular meeting.

G6 ENTRIES

G6.1 Entry Requirements

- (a) Lodgment of an entry form constitutes a binding contract between the competitor and the promoter and/or AASA Member Circuit, unless the Secretary of the Meeting has officially advised the competitor that the competitor's entry application has not been accepted.
- (b) The issuance of any invitation to compete or the acceptance of any entry is at the discretion of AASA or the Promoter.
- (c) In order to compete in a AASA sanctioned event, a person must submit and have approved an entry, in the form required by AASA, for the event. No telephone or telegraph entries will be accepted. The Event organiser shall publish the sole Official Entry Form and Supplementary Regulations for the event.
- (d) It is the responsibility of the person to obtain the appropriate entry form, and to ascertain and abide by all applicable deadlines and instructions regarding same. The Promoter or AASA's practice of mailing such forms to competitors does not relieve them of this responsibility.
- (e) The person must complete the Official Entry Form for the event in full, and submit it to the appropriate office (as specified on the entry form) by the deadline listed thereon.
- (f) In the event an Official Entry Form is not submitted by the deadline, the competitors entry nevertheless may be accepted upon payment of the designated late entry fee, in which case he/she shall be eligible for prize money but not for AASA points or entry deadline bonus money, if any, unless otherwise authorised by AASA. The date of the submission will be determined by the date contained on the Australian postal stamp (if mailed) or the AASA date stamp (if delivered in person).
- (g) All entries shall be in accordance with the Standing Regulations, Supplementary Regulations.

G6.2 Competitor Obligations, Agreements and Release

- (a) AASA sanctioned events are competitive sports events, the conduct of which is governed by Organisers in accordance with this rule book, as it may be amended from time to time, any special rules that may be published by AASA and/or the organiser specifically for an event, any applicable agreement to which AASA is a party, and any other rules as nominated by AASA. By submitting an entry application and/or taking part in any activity relating to the event, a competitor confirms that he/she has agreed to abide by the decisions of the Officials and/or the organisers, whether local, regional or national relating to the event or any matters arising out of the event, and confirms that such decisions are final, non-appealable and non-litigable, except as provided in section 13, 18 and 24 of this rule book. The competitor further acknowledges that he/she will before the commencement of competition satisfy him/her self that the competition area is in a safe and usable condition, and he/she therefore voluntarily assumes the risk of, and has no claim for damages against

either, AASA, the Promoter or their officers, directors, officials, agents or employees by reason of damage to the Vehicle/Machine, the Driver/Rider, the pit crew or any other person. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, any time they are on the racing areas or en route thereto or there from.

- (b) When a competitor submits an Official Entry Form or informs an Organiser or AASA that he/she will attempt to compete in an event, and the entry is accepted, the competitor becomes obligated to attempt to compete in the event. The Organiser must furnish AASA with the signed Official Entry Form of any competitor violating this rule.
- (c) If a competitor participates in an AASA sanctioned event without having properly submitted a fully executed Official Entry Form, the competitor nevertheless is subject to all AASA rules, amendments and special rules, as well as all statements, releases and obligations appearing on the Official Entry Form, as if he/she had properly submitted a fully executed Official Entry Form. Such competitor shall have no claim for damages and/or compensation of any kind for any advertising exploiting his/her name, picture or the picture of his/her Vehicle/Machine, or exploiting the achievements of any product used by the competitor, relating to the competitor's participation in the event.
- (d) Only persons approved by AASA and/or the organisers, may enter the competition area. No competitor may enter the competition area i.e. the garage areas, pit areas, track and similar areas, unless he/she personally has signed all required entry forms, releases, permits and registrations. No person will be permitted to sign at any time, for any reason, any release or form containing any release, for anyone other than him or her self.
- (e) All Vehicle/Machines will be subject to AASA control from the time they have participated in a practice session, until they are released after the event. No Vehicle/Machine that has participated in a practice or that has been inspected, may be taken from the competition premises without the permission of the Clerk of Course.

G7 VEHICLE/MACHINE INSPECTIONS

G7.1 Timing and Manner

All Vehicle/Machines are subject to safety and/or technical inspections by Scrutineers, at the time and in the manner determined by the Organisers, in accordance with the AASA Event Operations Manual. All decisions regarding the timing and manner of inspections, as well as which Vehicle/Machines will be inspected, are final, non-appealable and non-reviewable except as provided in Section 12.

G7.2 Inspection Area

Only those persons approved by AASA and/or the organisers are permitted in the inspection area.

G7.3 Vehicle/Machine Eligibility

Scrutineers will determine whether a Vehicle/Machine meets the applicable specifications for an event as set forth in the rule book, as it may be amended from time to time, and any Supplementary Regulations rules published by AASA and/or the Secretary of the Meeting, for an event. Only Vehicle/Machines determined to have met the applicable specifications are eligible to compete in the event.

G7.4 Competitor Obligations

A competitor must take whatever steps are required, including teardown of the Vehicle/Machine if requested by the organisers, to facilitate inspection of the Vehicle/Machine.

G7.5 Inspection Prior to Race

If an Official determines prior to an event, qualifying or practice session that a Vehicle/Machine does not meet the applicable specifications, the Vehicle/Machine will not be allowed to compete unless, in the opinion of the Official, the deficiency:

- (a) will not affect safety;
- (b) cannot be corrected in time for qualifying or an event;
- (c) will not provide the competitor with a significant competitive advantage over other competitors; and
- (d) is so insubstantial as not to warrant a determination that the Vehicle/Machine is ineligible to compete.

If the Clerk of Course or his/her delegated representative permits the Vehicle/Machine to compete under these circumstances the Clerk of Course or his/her delegated representative shall advise the competitor in writing of the deficiency, and the Vehicle/Machine will be prohibited from competing in any future events if the deficiency has not been corrected.

No equipment will be considered as having been passed by reason of it having passed through the technical inspection area unobserved.

G7.6 Vehicle Sealing and Impounding

AASA has the right, for inspection purposes, to seal or impound Vehicle/Machines, or parts thereof, competing in an event. AASA assumes no responsibility for impounded Vehicle/Machines or Vehicle/Machine parts.

G7.7 Seals and Vehicle Identification Numbers

All seals and VIN labels may be affixed only by an Official. Unauthorised removal of any seal or VIN label shall be deemed to be an offence of the most serious nature.

All seals and VIN labels shall remain the property of AASA.

G7.8 Inspection after Qualifying

Where vehicles are required to be weighed after qualifying NO water, oil or fuel may be added. Wheels and tyres may not be changed. An amount equal to one half of one percent (0.1%) will be added for loss in weight due to competition wear.

G7.9 Inspection After Race

- (a) At an event where the AASA rule book, Supplementary Regulations, or Organisers mandate inspection after the event, no Vehicle/Machine that has completed the event may be taken from the racing premises without the permission of the Organisers.

- (b) No vehicle which has run in any practice, qualifying session, race or any private practice session in which a Driver/Rider or any other person has been injured or which has suffered a major mechanical malfunction (except an engine malfunction) may be removed from the racetrack until released by the AASA Clerk of Course.

G7.10 Equipment or Parts Failing Inspection

AASA has the right to confiscate any part and/or equipment, found during an inspection, that does not meet applicable AASA specifications. Such parts will become the property of AASA and may be retained or disposed of at the discretion of the AASA Scrutineer.

G7.11 Tarmac Rallies

Vehicle inspections will be as specified in the Supplementary Regulations.

G8 COMPETITION AND EVENT PROCEDURE

G8.1 Competition and Event Procedure Defined

Competition and Event procedure is the manner in which the Organisers determine that an event will be conducted. It includes, but is not limited to, determinations regarding the eligibility of Vehicle/Machines for competition, qualifying procedures, the line up of the Vehicle/Machines, the start of an event, the control of Vehicle/Machines throughout an event by flags, lights, or other direct communication between Officials and competitors, the election to stop or delay an event, control of pit activity, flagging, the position of the Vehicle/Machines at any time, the assessment of lap and time penalties, and the completion of events. It does not include the assessment of penalties (disqualification, suspension, or fine etc), except lap and time penalties imposed during an event or immediately after an event as provided below.

The rules in this section provide the framework for Officials' conduct of an event. In addition to interpreting and applying these rules, Officials are authorised to make such other determinations or take such other action to accomplish the goal of fairness to all competitors, consistent with the interests in safety and prompt finality of competition results.

G8.2 Finality of Race Procedure Decisions

All decisions by Officials at the track, involving race procedure, are final and non-appealable, subject only to review by AASA Stewards, if they determine that extraordinary circumstances exist that require their review. In making such a determination the interest of finality in competition results will be a principal factor. AASA Stewards will not review any race procedure decision unless it has been brought to their attention by an effected competitor within thirty (30) minutes after the completion of the race or qualifying session at which the race procedure decision was first made. If the AASA Stewards determine (a) that the race procedure decision should be reviewed, and (b) that the decision was in error, the Stewards may take whatever action is deemed appropriate to further the interests of safety, fairness and finality in competition results. Such action includes, but is not limited to, imposing penalties (disqualifications, suspensions, fines etc) awarding or subtracting points, or taking no further action. All such decisions are final and non-appealable, except for the imposition of a penalty as provided in Section 11.

G8.3 Official Starter

The Official Starter shall be a person appointed by the Organisers.

G8.4 Driver/Rider, Crew Chief Responsibilities

- (a) The crew chief shall be the sole spokesperson for the team, Vehicle/Machine owner and pit crew in any and all manners pertaining to a particular event, other than proceedings pursuant to Sections 13, 18 and 24 of this rule book or any on-track incidents. At all events the crew chief assumes responsibility for the actions of his/her team and pit crew, and may be subject to disciplinary action as a result. Unpaid fines for the crew chief, crew members and the Vehicle/Machine owner may be collected by AASA by deducting same from the purse or point fund earning of the Driver /Rider.
- (b) All Driver/Riders must be on time to compete in the events for which they are scheduled. When the first Vehicle/Machine is on the starting line, a limit of five minutes may be set in which other Driver/Riders should line up. Any Driver/Rider or Vehicle/Machine not ready to compete when called may be sent to the rear of the line in time trials or events, or left out of the remainder of the day's activities, at the discretion of the Organisers.
- (c) No changes of Driver/Rider at any time shall be made without advance notification to and approval by the Clerk of Course, in compliance with the Supplementary Regulations for the Event, and then only in events that permit such change. When the Event is in progress changes must be made in the pits only.
- (d) Any Vehicle/Machine which has qualified may be driven within that category by an eligible Driver/Rider. A rookie Driver/Rider must qualify the Vehicle/Machine in which he/she competes.
- (e) All Driver/Rider MUST engage in sufficient practice (to the satisfaction of the Clerk of Course) to familiarise themselves with the race track before they will be eligible to attempt to compete.
- (f) Driver/Rider and/or crew chiefs must attend any pre or post event meetings scheduled or otherwise called, and must sign on or answer their name when called to signify attendance. Penalties will be adjudged for non-attendance of these meetings. (See also section 11).

G8.5 Pit Procedures During Race

- (a) When following the pace vehicle under a caution flag, Driver/Riders must maintain their position in relation to other vehicles in the field or as otherwise directed by Officials, and are not permitted to close up or pull up to the pace vehicle when preparing to enter pit road.
- (b) No vehicle may be pushed past the Flag Marshal at the end of pit road. After the race is underway, vehicles may be started by hand pushing in pit area only, but under no circumstances is any vehicle to be pushed or towed onto the race track from the pit area.
- (c) When a vehicle runs over an air hose or other equipment, it must return to the assigned pit for inspection. When a vehicle drags an air hose or other equipment out of the assigned pit, the vehicle may be penalised as per section 11.
- (d) When pit stops are made for tyre changes, all lug nuts must be fully tightened before the vehicle leaves the assigned pit area. When an Official detects a violation, the vehicle must return to the assigned pit for area inspection.
- (e) Unless otherwise authorised when making a pit stop, only six (6) pit crew personnel will be allowed in the pit lane. No manufacturers personnel will be permitted in the pit lane at any time during the running of a race.

- (f) All major vehicle repairs must be performed behind in the pit garages.
- (g) Jacking requirements will be as described in Regulations pertaining to the event.
- (h) No vehicle may be driven in reverse in pit lane. Any vehicle rolling past its pit may be pushed back into position if necessary. Any vehicle sliding past its pit will be required to complete one further lap before pitting.
- (i) 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. At circuits where a blend line is marked out, and such line has been made known to competitors at briefings, vehicles must not cross this line until the designated end of the blend line.

G8.6 Tarmac Rallies

Competition and event procedures will be as specified in the event regulations

G9 RACE PROCEDURE (FLAG RULES)

Officials may use flags, as provided in the Standing Regulations, for the purpose of providing Driver/Riders with necessary information. Officials may use light signals in addition to, or in lieu of, flags if the Driver/Riders are informed of that fact in event regulations and at Driver/Riders' Briefing. The procedures for use of flags and/or lights by Officials are standard for all events.

G10 TIMING AND SCORING

G10.1 Chief Timekeeper

The Official designated to be the Chief Timekeeper for an event is responsible for timing and scoring the event. The decisions of the Chief Timekeeper, with respect to timing and scoring, are final. There can be no appeal against the time itself, as the Chief Timekeeper is deemed to be judge of fact.

G10.2 Scoring Re-Check Procedure

A Driver/Rider asking the Chief Timekeeper to submit a request for a re-check to the Clerk of Course must do so in person, within thirty minutes after the declaration of finishing positions has been made by Officials. The finishing positions of an event, including any individual race, time trial, or qualifying race, shall not be considered official if a re-check is requested as provided herein, in which case the results of the event shall be considered official upon the announcement of the re-check decision.

G10.3 Establishment of Pointscores for All events including Tarmac Rallies

Timing and scoring will be as specified in the Event Regulations. The establishment of Championship or Series points for categories and/or race meetings shall be as shown in either the Championship or Series Regulations or in the specific Sporting Regulations pertaining to that category.

G11 OFFENCES AND PROCEDURES

G11.1 Offence - Definition

In addition to any other offence contained elsewhere in these rules, a person commits an offence if that person contravenes:

- (a) any of the provisions contained in rules 11.2, 11.3, 11.4 or 11.5;
- (b) any of the provisions contained in the Supplementary Regulations;
- (c) any of the provisions contained in the Series Regulations;
- (d) any of the provisions of the Memorandum or Articles of Association;
- (e) any instruction given by AASA or any Official to competitors at a pre-event meeting; or
- (f) any direction given by AASA or any Official during a race or event.
- (g) Offences may have attached to them a mandatory penalty or a minimum penalty, which must be imposed for the relevant offence. Other penalties may be imposed at the discretion of the Clerk of Course.

G11.2 Offences Generally

A person shall not:

- (a) assault, threaten or intimidate an Official or another person (appropriate penalty to be determined by the Clerk of Course);
- (b) use threatening or offensive language towards an Official or another person (appropriate penalty to be determined by the Clerk of Course);
- (c) attempt to bribe or procure another to attempt to bribe an Official or another person;
- (d) accept or offer to accept a bribe from another person;
- (e) participate in a race or event meeting while under the influence of any Prohibited Substance (mandatory penalty of disqualification, with any other penalty or penalties also imposed, as deemed appropriate by the Clerk of Course);
- (f) participate in or incite another person to participate in any act of violence, other than in self-defence;
- (g) engage in conduct which causes or may cause damage to another person's property;
- (h) assist another person who is otherwise ineligible to enter or participate in a Meeting (minimum penalty of a fine);
- (i) engage in an act of misconduct;
- (j) act in a manner or engage in conduct which, in the opinion of the Clerk of Course, is prejudicial to the interests of AASA or is likely to bring motorsport or motor racing into disrepute;

- (k) where a person is a competitor or crew chief, fail to attend any pre-race meeting (appropriate penalty to be determined by the Clerk of Course),
- (l) compete in a race or event while unlicensed or during a period of suspension (appropriate penalty to be determined by the Clerk of Course),
- (m) allow or assist another person to compete in a race or event while that person is unlicensed or suspended (appropriate penalty to be determined by the Clerk of Course),
- (n) fail to notify an Official of any change of Driver/Rider before or during a race or event;
- (o) make a protest to the Clerk of Course or lodge an appeal with the AASA Appeals Tribunal that, in the opinion of the Clerk of Course or the AASA Appeals Tribunal, as the case may be, is frivolous, vexatious or made for an improper purpose;
- (p) drive in a dangerous, reckless or careless manner; or
- (q) in lodging an entry form or other information requested by AASA, provide information that is false, misleading or deceptive or likely to mislead or deceive.

G11.3 Offences Relating to Inspections

- (a) A person shall not:
 - i. remove a Vehicle/Machine impounded for testing or inspection without the express permission of an Official;
 - ii. fail to make available a Vehicle/Machine or components of a Vehicle/Machine for inspection when requested to do so by an Official; or
 - iii. remove a Vehicle/Machine or any component of a Vehicle/Machine prior to inspection by an Official.
- (c) AASA, the Clerk of Course or the Chief Scrutineer may, at their absolute discretion, appoint an independent contractor to inspect a Vehicle/Machine or a component of a Vehicle/Machine and any decision of the independent contractor regarding the eligibility of a Vehicle/Machine or a component of a Vehicle/Machine shall be deemed to be a decision of AASA, the Clerk of Course or the Chief Scrutineer, as the case may be.
- (d) Where an independent contractor appointed by AASA, the Clerk of Course or the Chief Scrutineer determines that a Vehicle/Machine, or a component of a Vehicle/Machine, is prohibited under, or does not comply with, these rules, the competitor shall pay to AASA within seven days of demand, the amount equivalent to the fee paid to the independent contractor for conducting the inspection. The obligation on a competitor to make payment of this amount shall be in addition to any other penalty which may be imposed by AASA, the Clerk of Course or the AASA Appeals Tribunal under these rules.

G11.4 Race Procedure Offences

A person shall not:

- (a) fail to obey flag and/or light signals in accordance with rule 9;
- (b) fail to obey a radio communication of an Official; or

- (c) intentionally, recklessly or carelessly cause or attempt to cause a racing condition that necessitates the use of the yellow flag in accordance with rule 9.

G11.5 Offences Relating to Components of a Vehicle/Machine

A person shall not:

- (a) use a component of a Vehicle/Machine which, in the opinion of the Chief Scrutineer, is prohibited under these rules or has been illegally modified;
- (b) obstruct an Official from conducting an inspection of any component of a Vehicle/Machine.

For offences relating to the eligibility of engines, where an ineligible engine or component thereof is detected, an appropriate penalty to be determined by the Clerk of Course),

This penalty, without limitation, may include disqualification or a fine, and any other penalties deemed appropriate at the discretion of the Clerk of Course, given the circumstances of the case.

G11.6 Reports Made by Officials

Where an Official is of the opinion that a person has committed an offence at an event or race meeting, the Official shall, as soon as practicable, refer the matter to the Clerk of Course for investigation and determination.

G11.7 Report by AASA Executive

Where the representative AASA Executive is of the opinion that a person may have committed an offence which is not the subject of a reference under rule 11.6, the AASA Executive may refer the matter to the Clerk of Course or the AASA Appeals Tribunal for hearing and determination.

G11.8 Tarmac Rallies

In additions to the above, offences will be specified in the event regulations.

12 PROTESTS

G12.1 Person May Make Protest

Subject to rule 12.2, a person who is directly affected by an act or omission, which may constitute an offence, may lodge a protest with the Clerk of Course.

G12.2 Where a Protest Cannot Be Made

A person is not entitled to make a protest with respect to any decision made by an Official, in the course of carrying out his or her duties, during or at an event or race meeting.

G12.3 Notice of Protest

A protest under rule 12.1 shall be made by lodging with the Clerk of Course or Secretary of the Meeting a duly completed Notice of Protest in the form and manner prescribed in Schedule 1 as Form 1, accompanied by payment to AASA of the sum of \$200, which amount shall be refunded if the protest is upheld.

G12.4 Time for Making a Protest

- (a) A Notice of Protest shall be lodged within the following times:
 - i. where the protest relates to an incident during a race, no later than thirty (30) minutes after the completion of the race; or
 - ii. where the protest arises at any other time, within two hours after the person lodging the protest becomes aware of the facts forming the basis of the protest. AASA may, at its sole discretion, accept a protest outside these times if it believes that the protest is appropriate.
- (b) Notwithstanding rule 12.4(a), the Clerk of Course may investigate a protest made outside the prescribed times if in the opinion of the Clerk of Course it would be unjust if the protest was not investigated.

G12.5 Clerk of Course to Investigate

Upon receiving a Notice of Protest, the Clerk of Course shall investigate and determine the matter in accordance with rule 13.

G12.6 Payment of Amounts Due

- (a) A person who is liable to pay any amount under these rules shall make payment to AASA within the time specified by AASA, the Clerk of Course or the AASA Appeals Tribunal as the case may be, or failing any time being specified, within seven (7) days of the imposition of the penalty.
- (b) Subject to a stay granted under these rules or the National Competition Rules in respect of any payment of any amount due, a person who fails to pay any amount due within the specified time shall be ineligible to compete at any event or race meeting until such time as the amount due has been paid.

G12.7 Tarmac Rallies

The protest procedures will be specified in the event regulations.

G13 CLERK OF COURSE AND INVESTIGATIONS

G13.1 Appointment

AASA may, from time to time, appoint a person as Clerk of Course.

G13.2 Clerk of Course's Duties

Shall be as prescribed in the AASA Event Operations Manual.

The Report of the Clerk of Course shall include:

- (a) contain the results of each event;
- (b) contain the details of any protest or offence investigated by the Clerk of Course;

- (c) contain the Clerk of Course's observations regarding the conduct of the Meeting; and
- (d) be accompanied by any Notice of Intention to Appeal lodged with the Clerk of Course under rule 18.3.

G14 INVESTIGATIONS

G14.1 Power to Investigate

The Clerk of Course may investigate and determine any matter which he or she considers relevant to any allegation of an offence or any protest.

G14.2 Basis for Investigation

Without limiting the powers and discretions conferred upon the Clerk of Course under rule 14.3, the Clerk of Course may investigate and determine any matter:

- (a) of his own motion; or
- (b) on the basis of a protest made by a person under rule 18; or
- (c) upon having a matter referred to him by an Official or AASA Executive.

G14.3 Power to Eject

- (a) Where the Clerk of Course is of the opinion that the conduct of a competitor amounts to serious misconduct or constitutes a serious threat to the safety of any person or any person's property, the Clerk of Course may eject the competitor from the premises at which the event or race meeting is being held without conducting an investigation.
- (b) A competitor shall immediately upon the request of the Clerk of Course leave the premises at which the event or race meeting is being held.
- (c) Premises for the purpose of this rule includes the immediate proximity and surrounds to where the event or race meeting is being held.
- (d) Where the Clerk of Course ejects a competitor under rule 14.3(a), the Clerk of Course shall as soon as practical after the conclusion of the meeting refer the matter directly to the AASA Appeals Tribunal for hearing and determination.
- (e) The Clerk of Course shall refer a matter to the AASA Appeals Tribunal under rule 14.3(d) by providing written particulars to the Secretary of the Meeting.
- (f) Upon receipt of the written particulars under rule 14.3(e), the Secretary of the Meeting shall:
 - i. fix the time, date and place for the hearing of the matter by the AASA Appeals Tribunal before the next event or race meeting or as soon as practicable;
 - ii. provide the competitor who has been ejected the written particulars lodged by the Clerk of Course; and

- iii. advise the competitor who has been ejected of the date, time and place of the hearing of the matter by the AASA Appeals Tribunal.
- (g) Insofar as they are applicable, the provisions of rule 18 shall apply to any matter referred to the AASA Appeals Tribunal under this rule 14.3
- (h) The AASA Appeals Tribunal may in its absolute discretion impose any penalty in addition to the Clerk of Course's decision to eject a competitor under rule 14.3(a).

G14.4 Co-operation

- (a) For the purpose of conducting an Investigation under this rule, a person shall:
 - i. upon receiving a request to do so, appear before the Clerk of Course;
 - ii. fully co-operate with the Clerk of Course;
 - iii. fully and truthfully answer any questions asked by the Clerk of Course;
 - iv. provide any document in his, her or its possession or control requested by the Clerk of Course;
 - v. provide to the Clerk of Course or the Scrutineer or allow the Clerk of Course or Scrutineer to inspect any Vehicle/Machine or component of a Vehicle/Machine relevant to the matter, to be determined by the Clerk of Course or the Scrutineer;
 - vi. provide a full and truthful account of matters within his, her or its knowledge; and
 - vii. not make any false or misleading statement or make a statement calculated to or which is likely to mislead.
- (b) For the purpose of assisting the Clerk of Course in any investigation that may arise, a competitor shall remain at the Meeting for a period of thirty minutes after the completion of the final event.

G14.5 Failure to Co-operate

A person who, in the opinion of the Clerk of Course, fails to fully observe and comply with rule 13, shall:

- (a) be deemed to have been involved in conduct which is prejudicial to the interests of AASA; and
- (b) be dealt with by the Clerk of Course as the Clerk of Course in his or her absolute discretion thinks fit.

G15 PROCEDURES AND RULES FOR INVESTIGATIONS

G15.1 Regulate Own Procedure

Subject to the further matters set out in this rule 13, the Clerk of Course may regulate any investigation commenced by him or her in such manner as he or she thinks fit.

G15.2 Conduct of Investigation

The investigation of the Clerk of Course shall be:

- (a) inquisitorial in nature;
- (b) conducted with as little formality and technicality and with as much expedition as a proper consideration of the matter permits;
- (c) conducted and concluded at the Meeting.

G15.3 Extraordinary Circumstances

Where the Clerk of Course, in consultation with the Chief Scrutineer, deems a technical matter requires further consideration, the matter may be adjourned to a date and time to be fixed after the Meeting. This would only occur in extraordinary circumstances, with severe consideration given to the finality of competition results and the interests of motor sport generally.

G15.4 Rules of Evidence

The Clerk of Course is not bound by the rules of evidence or by practices and procedures applicable to persons exercising a judicial capacity in a court of record, but may inform himself as to any matter in any such manner as he or she thinks fit.

G15.5 Guidelines

The Clerk of Course may determine and publish guidelines, not inconsistent with these rules, for the practice and procedure with respect to an investigation. Any guidelines determined and published by the Clerk of Course are directory in nature and a decision by the Clerk of Course is not invalid by reason of a guideline not being followed.

G16 OBLIGATIONS OF THE CLERK OF COURSE

G16.1 Natural Justice and Other Obligations

Where an investigation is commenced by the Clerk of Course, the Clerk of Course shall:

- (a) inform the person of the investigation and the offence or protest being investigated;
- (b) provide any person whose interest will be directly and adversely affected by any decision an opportunity to be heard;
- (c) hear and determine the matter in an unbiased manner; and
- (d) make a decision that a reasonable person could honestly arrive at.

G16.2 Express Exclusion

The Clerk of Course shall investigate and determine a matter referred to him or her as soon as practicable but no later than the conclusion of the Meeting, save as outlined in 15.3, irrespective of whether that requires the investigation to be conducted at short notice or limits a persons opportunity to prepare. To the extent that the rules of natural justice require that a person be given adequate notice of or sufficient time to prepare for an appearance before the Clerk of Course, those requirements are expressly excluded from these rules.

G16.3 Standard of Proof

The Clerk of Course shall decide to his or her reasonable satisfaction whether an offence has been committed.

G16.4 Onus of Proof

No person appearing before or assisting the Clerk of Course shall bear an onus of establishing that the alleged offence has or has not been committed.

G17 DECISION AND PENALTY

G17.1 Decision

At the conclusion of the investigation, the Clerk of Course may impose penalties and make orders for such and may give directions in each case as he/she in his/her absolute discretion thinks fit. This decision shall then be presented to the Stewards.

G17.2 Hearing on Penalty

Where the Clerk of Course determines that an offence has been committed by a person, and before considering any penalty, the Clerk of Course shall provide that person an opportunity to be heard on the question of penalty.

G17.3 Penalty

Without limiting the discretion given to the Clerk of Course under rule 17.1, the Clerk of Course shall have regard to the following matters when deciding penalty;

- (a) the seriousness of the offence;
- (b) the type of penalties set out and defined in Schedule 2;
- (c) insofar as they are relevant, the objectives of these rules; and
- (d) any minimum or mandatory penalties attached to specific offences.

G17.4 Restraint of Trade

The Clerk of Course shall not impose any penalty which amounts to an unreasonable restraint of a person's trade.

G17.5 No Reasons

The Clerk of Course shall not be obliged to give reasons for any decision made by him under this rule **notwithstanding section 13.**

G17.6 Representation in Person or by Adult

At any investigation conducted by the Clerk of Course, a person must:

- (a) represent himself or herself, unaccompanied by any other person; or
- (b) in the case of a minor, be accompanied by an adult who is related to that minor, or a crew chief, provided that person is not a legal practitioner.

G17.7 Validity of Investigation and Decision

Save and except in the case of rules 16.1 and 17.2, any procedure or requirement regulating an investigation conducted by the Clerk of Course is directory in nature and a decision of the Clerk of Course is not invalid by reason of that procedure or requirement not being fulfilled.

G17.8 No Contact with Witnesses

A person who contacts or procures another to contact another person who is or ought reasonably to be regarded as a person required to give evidence before or assist the Clerk of Course in any exercise by the Clerk of Course of his or her powers under these rules, and where such contact or procurement is intended to or may affect such person's evidence before the Clerk of Course, shall:

- (a) be deemed to have engaged in conduct which is prejudicial to the interests of AASA; and
- (b) be dealt with by the Clerk of Course as the Clerk of Course in his absolute discretion thinks fit.

G17.9 Delegation

The Clerk of Course may from time to time appoint a person or persons to exercise any of the powers hereby conferred upon the Clerk of Course and in such case a reference to the Clerk of Course contained in this rule shall be a reference to such person or persons so appointed.

G17.10 Appeal

Section 18 of these rules shall apply to a recommendation of the Clerk of Course, accepted or varied by the Stewards attending the event and made under rule 17.1, but to no other decision made by the Clerk of Course under these rules.

G17.11 No Public Criticism

No person within the purview of these rules shall publicly criticise any decision or determination of the Clerk of Course made under these rules. Publication of any decision to appeal a decision or determination of the Clerk of Course, including the grounds of appeal, shall not be deemed to amount to a breach of this rule 17.11. Any person who contravenes this rule 17.11 shall be deemed to have engaged in conduct which is prejudicial to the interests of AASA, and shall pay to AASA by way of liquidated damages the sum of five hundred dollars (\$500), such sum to be paid within seven (7) days of a request by AASA that such sum be paid to it. In addition, any person contravening this rule 17.11, may be further dealt with by the Race Director as the Clerk of Course in his absolute discretion thinks fit

G18 APPEAL OF DECISION OF CLERK OF COURSE

G18.1 Purpose of Rule

Section 18 prescribes the procedures for an appeal by a competitor in respect of a decision by the Clerk of Course.

G18.2 Person May Appeal to Stewards of the Meeting

An aggrieved competitor may appeal to the AASA Stewards of the meeting for determination in respect of a decision of the Clerk of Course within one (1) hour of the notification of the decision of the Clerk of Course. AASA at its sole discretion may vary this time limit.

G18.3 Notice of Appeal by Person to the Appeals Tribunal

In an event that a competitor wishes to appeal the Stewards decision a final right of appeal is to the ASSA Appeals Tribunal.

An appeal under rule 18.3 shall be brought by

- (a) lodging with the Clerk of Course within the time specified a duly completed Notice of Intention to Appeal in the form and manner as prescribed in Schedule I as Form 2; and
- (b) lodging with the Secretary of the Meeting within the time specified a duly completed Notice of Appeal in the form and manner as prescribed in Schedule I as Form 3, accompanied by payment to AASA of an appeal fee of \$500, which sum shall be dealt with in accordance with rule 23.1 and 23.2.

G18.4 Lodgement of Notice of Intention to Appeal and Notice of Appeal

A Notice of Intention to Appeal shall be lodged with the Secretary of the Meeting, or the Clerk of Course by:

- (a) delivering in person;
- (b) transmitting by facsimile;
- (c) transmitting by email; or
- (d) posting.

G19 TIME FOR HEARING OF AN APPEAL

G19.1 Notification

Upon receipt of a Notice of Appeal, the Secretary of the Meeting shall:

- (a) fix the date, time and place for the hearing of the appeal before the next event or race meeting or as soon as practicable; and
- (b) advise all parties interested in the appeal in writing of those particulars.

G19.2 Variation of Time or Place

The AASA Appeals Tribunal may vary the time or place specified under rule 19.1 and upon doing so shall provide all parties interested in the appeal with written notice of any such variation.

G19.3 Deemed Abandonment of Appeal

Where a person lodges a Notice of Intention to Appeal but fails to lodge a Notice of Appeal within the prescribed time, that person shall be deemed to have abandoned the appeal.

G19.4 Natural Justice and Other Obligations of AASA Appeals Tribunal

The AASA Appeals Tribunal shall:

- (a) provide any person whose interest will be directly and adversely affected by any decision, an opportunity to be heard;
- (b) hear and determine the matter in an unbiased manner; and
- (c) make a decision that a reasonable body could honestly arrive at.

G19.5 Adjournment and Stay of Penalty

The AASA Appeals Tribunal may of its own motion or upon application of any party to the appeal, order:

- (a) that an appeal be adjourned;
- (b) a stay of the execution of the penalty imposed by the Clerk of Course pending the determination of the appeal.

G20 PROCEDURE AND EVIDENCE

G20.1 Regulate Own Procedure

Subject to any further matters set out in this rule 20, the AASA Appeals Tribunal may regulate any proceedings brought before it in such manner as it thinks fit.

G20.2 Conduct of Appeal

The hearing before the AASA Appeals Tribunal shall be:

- (a) inquisitorial in nature; and
- (b) conducted with as little formality and technicality and with as much expedition as the proper consideration of the matter permits.

G20.3 Rules of Evidence

The AASA Appeals Tribunal is not bound by the rules of evidence or by practices and procedures applicable to courts of record, but may inform itself as to any matter in any such manner as it thinks fit.

G20.4 New Hearing

- (a) Subject to rule 20.4(b), the AASA Appeals Tribunal shall deal with the appeal as a new hearing.
- (b) The AASA Appeals Tribunal may have regard to the record of the investigation conducted by the Clerk of Course or Stewards, including a record of any evidence given to the Clerk of Course or Stewards.

G20.5 Power of AASA Appeals Tribunal

- (a) The AASA Appeals Tribunal may confirm, reverse or modify any decision of the Clerk of Course or Stewards the subject of the appeal and make such orders and give such directions as it thinks fit.
- (b) Rules 17.2, 17.3, and 17.4 shall apply to all appeals or matters before the AASA Appeals Tribunal and any reference to the Clerk of Course shall be read as a reference to the AASA Appeals Tribunal.

G20.6 Majority Decisions

Any question on appeal before the AASA Appeals Tribunal must be decided according to the opinion of a majority of members constituting the AASA Appeals Tribunal.

G20.7 No Reasons

The AASA Appeals Tribunal shall not be obliged to give reasons for a decision under rule 20.5.

G20.8 Onus and Standard on Appeal

On the hearing of an appeal the appellant shall bear the onus of showing on the balance of probabilities that the relief sought should be granted.

G21 REPRESENTATION OF APPELLANT

G21.1 Generally

At any appeal before the AASA Appeals Tribunal the appellant may:

- (a) represent himself or herself; and
- (b) be accompanied by an adult, provided that person is not a legal practitioner.

G21.2 By Legal Practitioner

Notwithstanding rule 21.1, a person may only be represented by a legal practitioner if, in the opinion of the Chairperson of the AASA Appeals Tribunal, there are exceptional and compelling circumstances which would make it harsh and unconscionable for the person to appear without legal representation.

G21.3 Leave of AASA Appeals Tribunal

A person may seek leave to be represented by a legal practitioner by notice in writing lodged with the Secretary of the Meeting at the time of lodging the Notice of Appeal. Any such request shall contain full particulars of the exceptional and compelling circumstances which would make it harsh and unconscionable for the person to appear without legal representation. The Chairperson of the AASA Appeals Tribunal shall consider any request on the basis of the written material put before him or her and advise the person of his or her decision as soon as practicable before the commencement of the hearing of the appeal.

G22 REPRESENTATION OF THE CLERK OF COURSE

G22.1 Generally

At any appeal before the AASA Appeals Tribunal the Clerk of Course may:

- (a) represent himself or herself; or
- (b) be represented by an adult provided that person is not a legal practitioner.

G22.2 By Legal Practitioner

Notwithstanding rule 22.1, the Clerk of Course may only be represented by a legal practitioner if, in the opinion of the Chairperson of the AASA Appeals Tribunal, there are exceptional and compelling circumstances which would make it harsh and unconscionable for the Clerk of Course to appear without legal representation.

G22.3 Leave of AASA Appeals Tribunal

The Clerk of Course may seek leave to be represented by a legal practitioner by notice in writing lodged with the Secretary of the Meeting at the time of lodging the Notice of Appeal. Any such request shall contain full particulars of the exceptional and compelling circumstances which would make it harsh and unconscionable for the Clerk of Course to appear without legal representation. The Chairperson of the AASA Appeals Tribunal shall consider any request on the basis of the written material put before him or her and advise the Clerk of Course of his or her decision as soon as practicable before the commencement of the hearing of the appeal.

G22.4 Questions of Law and Fact

In the hearing and determination of an appeal, the AASA Appeals Tribunal shall decide all questions of law and fact and without limitation shall determine the meaning of any words of an offence. A decision by the Chairperson to deny legal representation is not a ground upon which an adjournment may be granted.

G23 APPEAL FEE

G23.1 Successful Appeal

Where the AASA Appeals Tribunal upholds an appeal and reverses the decision of the Clerk of Course or Stewards, the Appeal Fee shall be refunded in full.

G23.2 Unsuccessful or Frivolous & Vexatious Appeals

- (a) The appeal fee shall not be refunded where the AASA Appeals Tribunal:
 - i. dismisses the appeal and is of the opinion that an appeal was frivolous or vexatious or commenced for an improper purpose; or
 - ii. increases the penalty imposed by the Clerk of Course or Stewards.
- (b) The appeal fee or any part thereof may be ordered refunded if the AASA Appeals Tribunal, in its absolute discretion:
 - i. dismisses the appeal but considers that the appeal was not frivolous or vexatious or commenced for an improper purpose; or
 - ii. decreases the penalty imposed by the Clerk of Course or Stewards.

G23.2 Costs

Each party to an appeal shall bear their own costs.

G23.3 Abandon Appeal

- (a) Subject to rule 23.3(b), an appellant may without penalty abandon his appeal at any time by giving written notice to the Secretary of the Meeting.
- (b) Where an appellant abandons his appeal within 7 days of or during the hearing of the appeal and the AASA Appeals Tribunal considers that the appeal was frivolous or vexatious or commenced for an improper purpose, the AASA Appeals Tribunal may order at its absolute discretion that all or part of the payment made under rule 23.2(a) not be refunded.

G23.4 Validity of Appeal and Hearings

- (a) Where there is any procedural irregularity in the manner in which an appeal has been brought, the AASA Appeals Tribunal may still hear and determine the appeal unless it is of the opinion that the irregularity has caused or may cause an injustice if the appeal was heard.
- (b) A decision of the AASA Appeals Tribunal is not invalid because of any defect or irregularity in, or in conjunction with, the appointment of a AASA Appeals Tribunal member.
- (c) Subject to rules 19.4 and 20.5(b), any procedure or requirement regulating the function of the AASA Appeals Tribunal is directory in nature and a decision of the AASA Appeals Tribunal is not invalid by reason of that procedure or requirement not being fulfilled.

G23.5 Co-operation with AASA Appeals Tribunal and No Contact with Witnesses

Rules 14.3, 14.4 and 17.8 shall apply to all appeals or matters coming before the AASA Appeals Tribunal and any reference to the Clerk of Course shall be read as a reference to the AASA Appeals Tribunal.

G23.6 No Public Criticism

No person within the purview of these rules shall publicly criticise any decision or determination of the AASA Appeals Tribunal made under these rules. Publication of any decision to appeal a decision or determination of the AASA Appeals Tribunal, including the grounds of appeal, shall not be deemed to be a breach of this rule

G23.6. Any person who contravenes this rule 23.6 shall pay to AASA by way of liquidated damages the sum of one thousand dollars (\$1,000), such sum to be paid within seven (7) days of a request by AASA that such sum be paid to it.

G24 AASA APPEALS TRIBUNAL

G24.1 Establishment

(a) Appointment

AASA shall from time to time appoint persons to a body to be known as the AASA Appeals Tribunal.

(b) Members

The AASA Appeals Tribunal shall consist of:

- i. not more than two legal practitioners of not less than ten years standing, who shall be elected as Chairperson and Alternate Chairperson respectively; and/or
- ii. not more than four persons who in the opinion of AASA possess sufficient knowledge of motor sport.

G24.2 Chairperson and Deputy Chairperson

(a) Chairperson

A Chairperson shall preside at every meeting of the AASA Appeals Tribunal.

(b) Chairperson's Absence

For any period during which a Chairperson is absent or unable to preside, the Deputy Chairperson shall act as Chairperson.

G24.3 Composition of AASA Appeals Tribunal for Hearings

(a) Composition

For the purpose of hearing and determining any matter before it, the AASA Appeals Tribunal shall be constituted by:

- i. the Chairperson or Alternative Chairperson; and
- ii. a minimum of two other members.

(b) Absent Members

If for any period and for any reason a member of the AASA Appeals Tribunal is absent or unable to attend the hearing of an appeal, AASA may appoint a person who in its opinion is a suitable replacement.

G24.4 Resignation and Removal of AASA Appeals Tribunal Member

(a) Resignation

A member of the AASA Appeals Tribunal may resign by providing notice in writing to AASA.

(b) Removal

AASA may remove a member of the AASA Appeals Tribunal at any time at its absolute discretion.

G24.5 Secretary of AASA Appeals Tribunal

(a) Appointment

Where necessary, AASA shall appoint the Secretary of the Meeting, which is the subject of the Appeal, to act as Secretary of the Appeals Tribunal.

(b) Role

The Secretary shall:

- i. perform any function prescribed in these rules;
- ii. assist the AASA Appeals Tribunal in the efficient and proper conduct of matters before it; and
- iii. perform other functions as directed from time to time by AASA.

G24.6 Guidelines

The Chairperson of the AASA Appeals Tribunal may make guidelines not inconsistent with these rules for the practice and procedure of appeals and hearings by the AASA Appeals Tribunal. Any guidelines made by the Chairperson are directory in nature and a decision of the AASA Appeals Tribunal is not invalid by reason of a guideline not being followed.

G25 PRIZE MONEY

G25.1 Establishment and Distribution of Prize Money and/or Awards

- (a) All events shall be conducted for a guaranteed finishing position purse and/or award, as set out in the Event Regulations or the published prize money or award schedule, whichever is applicable.
- (b) Such prize money and/or awards shall be based on the type of meeting and should be due for distribution by the 28th day following each meeting.

- (c) AASA members agree to abide by decisions of AASA in establishing amount of prize money and/or the award for each event. Members should be aware that there may be circumstances where prize money and/or an award is not to be distributed for an event, notwithstanding that an event was held under these rules.
- (d) Prize money and/or awards, in all competitions, shall be given to the Vehicle/Machine owner.
- (e) All undistributed prize money and/or awards shall be forwarded to AASA Head Office for distribution.
- (f) AASA competitors are required to read the entry form and Supplementary Regulations, program of events and prize money and/or award distribution schedules, before any competition takes place.
- (g) AASA competitors who compete or contest are entitled to inspect a completed copy of the official distribution for the Meeting.
- (h) In the event of a protest, filed in accordance with section 13 of these rules, prize money and/or awards shall be forwarded to AASA Head Office accompanied by written statements from those involved. After a decision on the protest a copy of the decision may be mailed to the parties involved in the protest and once the time for the filing of an appeal thereon has expired, the prize money and/or award/s will be forwarded to the proper recipients in accordance with the decision in the absence of an appeal.

G25.2 Points and Season Prize Money

(a) Establishment and Distribution of Points and Point Fund

Points and season prize money and/or awards will be specified in the competitor championship information bulletin published at the start of each season. This bulletin will also contain the schedule of the points which will be awarded in all championship or series competitions.

(b) Eligibility for Points

A Driver/Rider will only be credited with points earned in the vehicle in which he/she started the event, and the starting Driver/Rider will be credited with all points earned in that Vehicle/Machine in that event. Points will be awarded for finishing position only. A Driver/Rider is ineligible to receive points for an event in which he/she has secured a relief Driver/Rider for the purpose of enabling him or herself to compete in a second event while the first is still in progress. To be eligible for points, Driver/Rider and Vehicle/Machine must complete the first green flag lap (pace or caution laps do not count). A Driver/Rider can not receive points for more than one Vehicle/Machine in the event.

NOTE: It is customary for Driver/Riders to share their points money with their Vehicle/Machine owners, and should the Driver/Riders be called upon to name the owners of the Vehicle/Machines in which they accumulated the greater number of points, they alone will be responsible for the selections.

In all cases of ties, ties will be broken by using the greater number of Firsts in all events counting towards that position and if a tie still exists then Seconds, Thirds etc will be considered until the tie is broken.

(c) Point Fund Awards

Point and season awards will be distributed at a motorsport end of Series function. Eligibility to participate in the point and season prize money fund may be forfeited by any competitor violating any AASA rule and/or regulation prior to the presentation of the awards at the Series function.

(d) Establishment of Points

Championship or series points will be awarded as per the table detailed in Schedule 4 of this rule book.

G26 VEHICLE SIGNAGE

G26.1 Signage

- (a) AASA reserves the right to assign or restrict the display of decals, identification and advertising on competition vehicles. All such signage shall be submitted to AASA, prior to use, to prevent the use of any conflicting decals.
- (b) Signage for all categories must conform with AASA regulations i.e.:
- i. the competition number must be displayed on each side of the vehicle, on the centre of the front door, in clearly legible numbers at least 300 mm high and 25 mm thick;
 - ii. no sign other than the number may be displayed on the vehicle above the upper level of the windows except the Driver name which may be displayed above each side window as close to the window space as possible in letters no more than 100 mm high;
 - iii. no signage may be displayed on any glass or window area except as authorised by AASA;
 - iv. a space must be left above the race number on each side of the vehicle for use by the organisers. This space must measure a minimum of 500 mm wide and 120 mm high.
- (c) **Tarmac Rallies:** Signage requirements will be specified in the Event Regulations.

G27 SCHEDULE I - PRESCRIBED FORMS

The prescribed forms, as shown in this schedule, are to be used when lodging an appeal -

Form Number	Form Name	Applicable Rule
Form 1	Notice of Protest	Rule 12
Form 2	Notice of Intention to Appeal	Rule 18.3
Form 3	Notice of Appeal	Rule 18.3

Form 1

This form must be lodged with the Clerk of Course within the time limits for protests, as detailed in the Rule Book.

Form 2

This form must be lodged with the Clerk of Course within one (1) hour of the notification of the decision of the Clerk of Course.

Form 3

This form must be lodged with the Secretary of the Meeting, or the Clerk of the Course, within seven (7) days of the notification of the decision of the Clerk of Course.

FORM 2: NOTICE OF INTENTION TO APPEAL – RULE 18.3



To: The Clerk of Course/Secretary of the Meeting

I, (competitor's name, please print)of
(race team and
postal address, please print).....being the
holder of Competition Licence number

HEREBY GIVE NOTICE that I intend to appeal the decision of the Clerk of Course
made on..... (date) at.....(time).

(Appellant's signature)

(Date).....

FORM 3: NOTICE TO APPEAL – RULE 18.3



To: The Clerk of Course/Secretary of the Meeting

I, (competitor's name, please print)..... of

(race team and postal address, please print).....being

the holder of Competition Licence number.....

and having lodged a Notice of Intention to Appeal on.....(date) at
.....(time).

HEREBY GIVE NOTICE that I appeal to the AASA Appeals Tribunal, the decision of the Clerk of Course, details of which are set out below. Enclosed with this Notice of Appeal is the appeal fee of \$500 as required under rule 18.3 of the AASA Competition Rules.

The Clerk of Course on.....(date) made the following

decision: (provide details of the decision made).....

.....
.....
.....
.....
.....

(Appellant's signature).....(Date)

SCHEDULE 2 - TYPE OF PENALTIES (RULE 17.3)

I. Types of Penalties

AASA, the Clerk of Course, Stewards or the AASA Appeals Tribunal may without limitation impose one or more, or a combination, of the following penalties:

- (a) Reprimand;
- (b) Payment of an amount (monetary fine);
- (c) Suspension for any specified period;
- (d) Cancellation of AASA Licence;
- (e) Endorsement of AASA Licence;
- (f) Exclusion;
- (g) Disqualification;
- (h) Loss of race points or accumulated race points;
- (i) Loss of prize money;
- (j) Confiscation or retention of illegal components of a vehicle;
- (k) Ejection from premises at which a race or event is being held; or
- (l) Disallowance of qualifying time(s).
- (m) Add time penalty to events

2. Definitions of Various Penalties

Each of the above penalties shall have their natural meaning. In addition and for clarification and the avoidance of doubt, the following definitions shall apply:

“Cancellation of AASA Licence” means that a person no longer holds an AASA Licence and is thereby ineligible to compete at or otherwise participate in a race or event.

“Disqualification” means a person is ineligible to receive any points or prize money that he or she would have received had he or she not been disqualified.

“Endorsement of AASA Licence” means the imposition of a condition or restriction subject to which the AASA Licence is to be held and with which the licensee must comply.

“Exclusion” means a person is not entitled to compete at or otherwise participate in the particular race or event for which he or she has been excluded.

“Loss of Race Points or Accumulated Race Points” means forfeiture of or not awarding any such points.

“Suspension” means a person is ineligible to compete at or otherwise participate in a race or event for the period of the suspension.

SCHEDULE 3

LIST OF PROHIBITED SUBSTANCES

A competitor shall not exhibit the presence, within his/her body tissue, fluids or expired air, of any trace of a prohibited substance or any other substance that may affect a person's motor skills or judgment.

The list of prohibited substances includes but is not limited to:

- (a) Alcohol. A competitor must not have a blood alcohol reading above 0.
- (b) Narcotic analgesics including, but not limited to:
 - i. heroin;
 - ii. methadone;
 - iii. pentazocine
 - iv. morphine; and
 - v. pethidine.
- (c) Marijuana.
- (d) Stimulants including, but not limited to:
 - i. caffeine, with a concentration in the urine in excess of 12 micrograms/ml;
 - ii. amphetamines;
 - iii. cocaine;
 - iv. ephedrine;
 - v. salbutamol; and
 - vi. terbutaline.
- (e) The latter two are permitted by inhaler only, and only by written prescription of a medical practitioner.
- (f) Diuretics including, but not limited to:
 - i. chlorthalidone;
 - ii. frusemide;
 - iii. hydrochlorothiazide;
 - iv. spironolactone.
- (g) Anabolic steroids.

The AASA policy is zero tolerance of any substance that may, in any way, impair and/or stimulate competitors, pit crew and official's performances

Appendix 1 – Safety Cage Regulations

Index

SECTION 1 General Provisions

SECTION 2 shall apply to a Safety Cage structure fitted by an aftermarket supplier to a series production, passenger automobile utilising a steel monocoque construction.

SECTION 3 shall apply to a Safety Cage structure fitted by an aftermarket supplier to a series production, goods carrying automobile utilising a steel monocoque passenger cell, possibly with a separate chassis.

SECTION 4 shall apply to a Safety Cage of free design fitted by an aftermarket supplier to a series production automobile utilising a steel monocoque passenger cell; or to an automobile of alternative construction techniques and materials.

SECTION 5 shall apply to a Safety Cage fitted by the automobile manufacturer or their authorised agents to series production automobiles.

SECTION 6 shall apply to a Safety Cage that has been previously authorised or recognised by sanctioning bodies other than AASA.

SECTION 7 shall apply to repairs to Safety Cage structures

SECTION 1

1. General Provisions

1.1 Scope

The present regulations provide the framework for the design, construction and recognition of automobile rollover protection and Safety Cage structures (“Safety Cages”) for the sport of automobilism undertaken under the sanction of the Australian Auto Sport Alliance Pty. Ltd (“AASA”). These activities may be either competitive motor sporting activities or non-competitive automobile recreational activities. The National Competition Rules (“NCR”) of the AASA, the applicable Standing Regulations and Event Supplementary Regulations will determine the applicability of the present regulations to each automobile and each event.

1.2 Purpose and limitations

A Safety Cage is a structure added to a series production automobile after the date of manufacture with the intent of generally lessening the risk of injury to the automobile’s occupants when certain, foreseeable incidents occur. It comprises a mechanical structure of circular section tubing, mountings and joints designed to reduce the deformation of the production bodyshell¹ in the event of an incident. It may also include the provision of attachment points for safety harnesses, seats and other required safety equipment.

The term Safety Cage shall also include Roll Over Protection Structures (“ROPS”)

Each competitor and automobile owner shall note these explicit limitations:

There are foreseeable incidents and circumstances that can and do occur for which a Safety Cage compliant with the present regulations cannot protect the occupants from injury or death.

¹ The bodyshell is the primary structural element of the monocoque automobile. It does not include hanging, swinging or demountable panels nor any subframes nor crossmembers.

There are foreseeable incidents and circumstances that can and do occur for which a Safety Cage compliant with the present regulations may increase the risk of injury or death to the occupants.

The fitment of a Safety Cage compliant with the present regulations shall not be sufficient to demonstrate compliance with specific Event and Standing regulations.

The fitment of a Safety Cage compliant with the present regulations shall not imply compliance with the requirements both specific and general of sanctioning bodies other than AASA.

Specific Group² Regulations may impose limitations on the mounting and design of a Safety Cage. By competing in such a Group, each competitor acknowledges their acceptance of these limitations.

The present regulations impose certain restrictions on the location of various Safety Cage components that are affected by the occupant's location within the cockpit. Each party shall ensure that the automobile can accommodate each occupant in such a way as to enable compliance with all requirements.

A Safety Cage will add weight and structural rigidity to a competition automobile. Safety Cage design however must not compromise protection to minimise weight or maximise structural rigidity.

1.3 Authority

The present regulations were approved and authorized for publication by the Board of AASA on (12/04/2017)

1.4 Registration

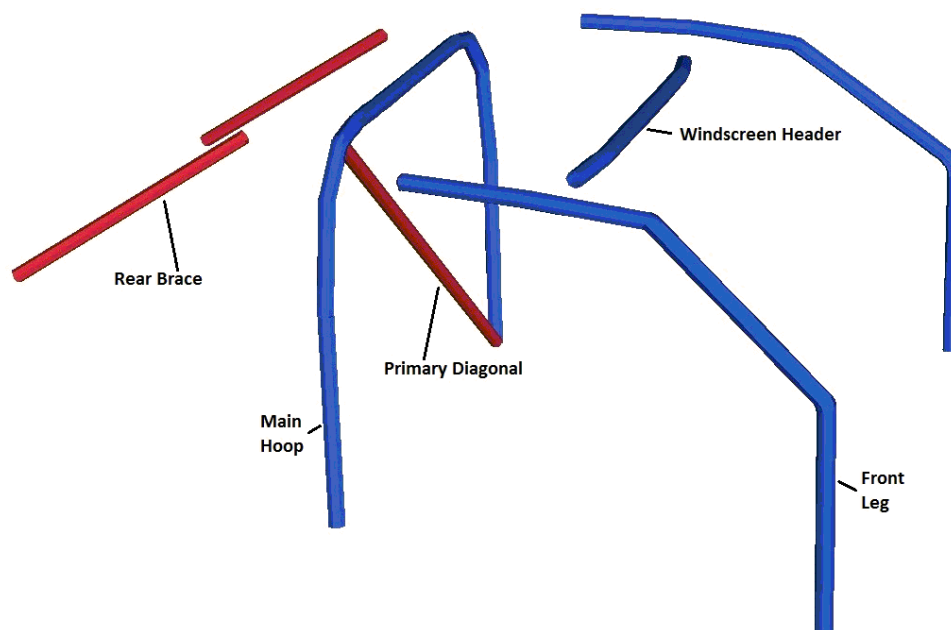
From 1 March 2017, the AASA requires that details of the Safety Cage, including a cage installation certificate, be submitted as part of the application for the issue of an AASA Vehicle Passport. Where the production of an AASA Vehicle Passport is not required, or the AASA Vehicle Passport was issued prior to 1 March 2017 no Safety Cage registration is required, save where specifically required for a particular automobile by AASA.

1.5 Definitions

1.5.1 Main Hoop

The main hoop is a vertical or near vertical member formed from a single tube perpendicular to the automobile centreline extending across the width of the automobile immediately behind the front seat occupants. It will generally extend vertically from the floor of the automobile to a level above the top of the occupants heads. (Drawing SC-1)

² A Group is a collection of automobiles in compliance with a single set of technical regulations. Examples of a Group would be Super TT, or Future Racers



Drawing SC-1

1.5.2 Front Legs

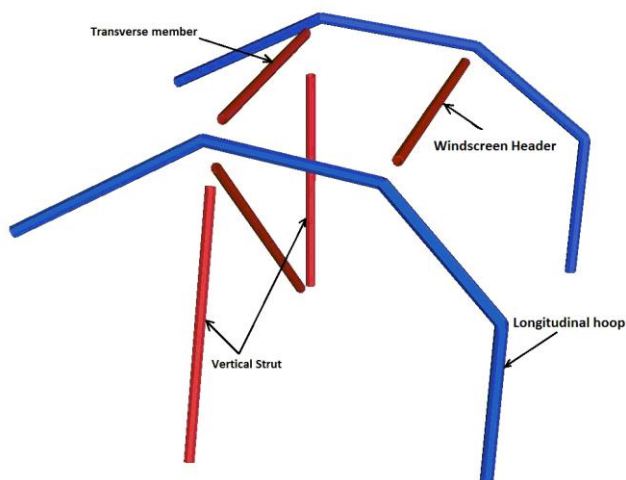
Each front leg is a member formed from a single tube that generally extends from the main hoop at roof height forward above the front door area, follows the A-pillar to the base of the windscreen then vertically to the floor. (Drawing SC-1)

1.5.3 Rear Braces

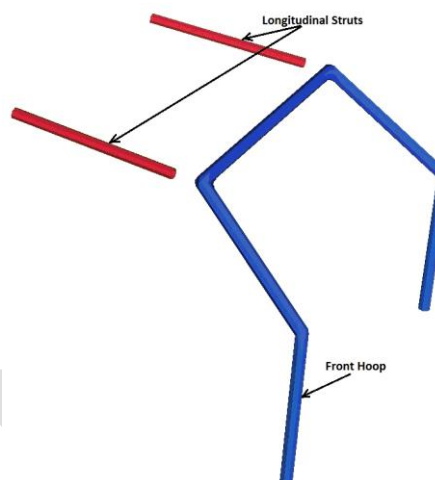
Each rear brace is a member formed from a straight single tube that generally extends from the main hoop at roof height, close to each side, to a substantial part of the automobile at the rear. (Drawing SC-1)

1.5.4 Longitudinal Hoops

Each longitudinal hoop is a member formed from a single tube that generally extends along each side of the automobile. From a substantial part of the automobile at the rear, it rises to the height of the roof next to the occupants, follows the A-pillar to the base of the windscreen, then vertically to the floor. A transverse member in the roof area shall join the longitudinal hoops whilst a vertical strut coplanar with the transverse member supports the hoop immediately behind the occupants. This type of construction is authorised as an alternative to a main hoop, rear braces and front legs for Class 2 and Class 3 cages. (Drawing SC-2).



Drawing SC-2



Drawing SC-3

1.5.5 Front Hoop

The front hoop is a member formed from a single tube, perpendicular to the automobile centreline and extending across the width of the automobile immediately ahead of the front seat occupants. It will generally extend vertically from the floor of the automobile, then follow the A pillars and across the windscreen header. This type of construction is authorised as an alternative to front legs and windscreen header for Class 2 and 3 cages. (Drawing SC-3)

1.5.6 Primary Diagonal

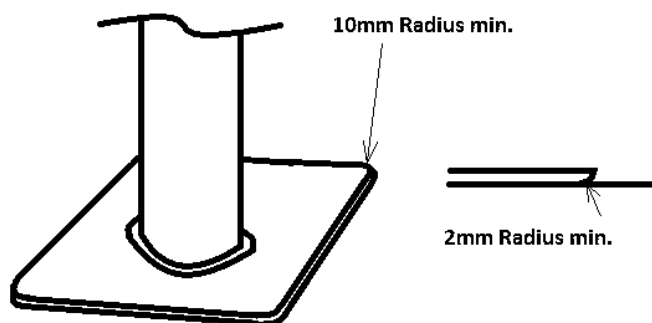
The primary diagonal is a member formed from a straight one-piece tube to provide lateral triangulation of the main hoop. (Drawing SC-1)

1.5.7 Mounting Foot

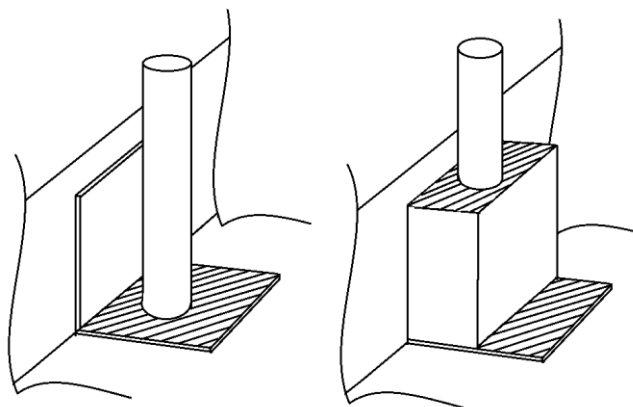
A mounting foot is a plate of metal for distributing load that is welded to each Safety Cage member that attaches to the automobile shell. In vertical projection, it must have all corners rounded to a radius of 10mm min. (Drawing SC-4). A mounting foot is not required when the tube is welded directly to the shell reinforcement.

1.5.8 Shell reinforcement

A shell reinforcement is a plate of metal being at least 3mm in thickness, or a box section of 3mm plate, attached to the body shell by welding for distributing load. (Drawing SC-5).



Drawing SC-4



Drawing SC-5

1.5.9 Reinforcement tube

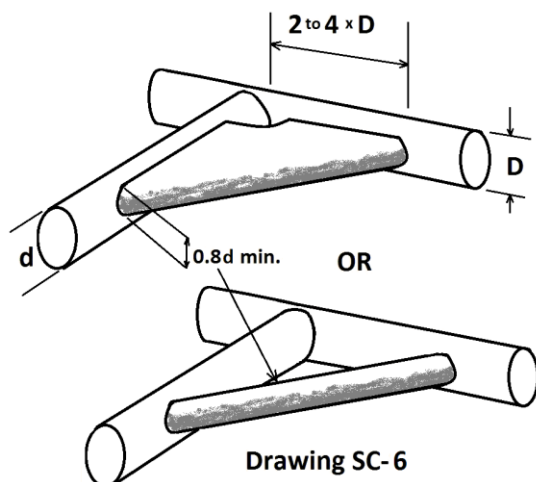
A reinforcement tube is a member added to the Safety Cage to reinforce the structure.

1.5.10 Windscreen header

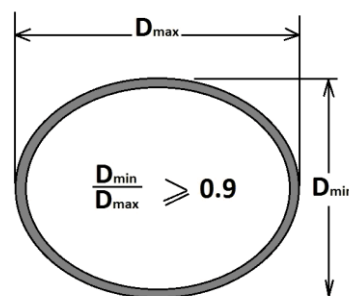
The windscreen header is a member formed from a single tube that generally extends across the automobile between each front leg of the Safety Cage at the top of the A-pillars. (Drawing SC-1)

1.5.11 Gusset

A gusset is a piece of metal, at least 1.0mm in thickness, formed into a “U” section and welded to the structure to reinforce a junction between two Safety Cage members. The gusset shall extend along each tube a distance of between two and four times the diameter of the larger tube. The thickness of the gusset shall be at least 0.8 times the diameter of the smaller tube. A section of tube, to the same material dimensions is an acceptable alternative to a sheet metal gusset (Drawing SC-6).



Drawing SC-6



Drawing SC-7

1.6 Guidance on Construction

The essence of a good Safety Cage is to have a close fitting³ structure designed specifically for the automobile concerned, using high quality materials, construction techniques and mountings. The cage should not impede access or egress by the occupants beyond that unavoidable within the design requirements. Unless specifically restricted by Group regulations the cage may penetrate front and/or rear firewalls. Interior trim, not including occupied seats, may be cut or locally distorted to enable fitment. Electrical wiring, fuse boxes and electronic control modules may be re-located to facilitate fitment of compulsory Safety Cage members.

1.6.1 Joint preparation

Tubing must be accurately “notched” to minimise any gap between the tubes to be joined prior to welding. Smaller diameter tubing should be centralised when attached to larger diameter tubing.

1.6.2 Bending

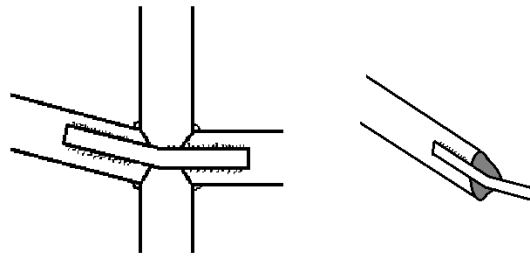
Tubing must be cold worked into shape. Good practice requires that tubing be bent by rolling around a mandrel rather than pressing. In each case, the ratio of minimum to maximum diameter in each ovalised cross section must not be less than 0.9. (Drawing SC-7)

1.6.3 Welding

Welding must be high quality with full penetration, preferably using a gas-shielded arc (MIG/TIG). Welding must continue around the complete circumference of each joint involving compulsory members of the Safety Cage. It is recognised that this may not be possible for some joints for

³ Where the automobile retains a curtain SRS airbag, the main hoop of a Class 1 or Class 1a cage may be installed with up to 40mm of clearance from the side reinforcement rails of the roof to permit deployment.

optional members in the kick panel region: in such places, a reinforcement plate should be used. (Drawing SC-8).



Drawing SC-8

Welding must be conducted by a person:

- holding a recognised welding qualification for the type of welding employed, or;
- engaged by an appropriate business being the subject of an ABN.

1.7 Additional Functions

A Safety Cage member must not carry or hold any fluid save for air. They must not carry ballast. It is acceptable for ferrules to be incorporated in Safety Cage members for the attachment of safety harnesses (Drawing SC-15). Brackets may be incorporated in Safety Cage members for the mounting of compulsory window nets. The mounting of brackets by removable clamps for optional equipment (e.g. video cameras) is authorised.

SECTION 2

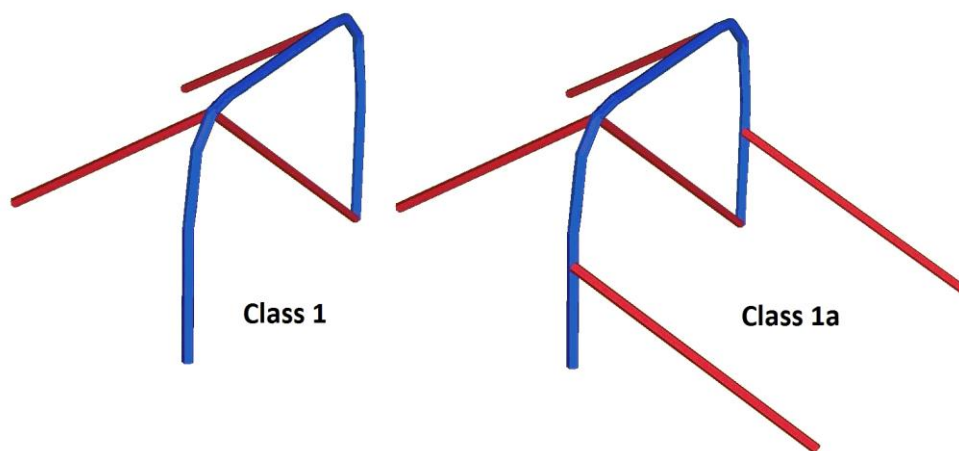
2 This section applies to a Safety Cage fitted by an aftermarket supplier to a closed series production automobile utilising a steel monocoque passenger cell.

2.1 General

The AASA defines three classes of Safety Cage structure for a closed automobile. These definitions will provide automobile owners and event organisers with design requirements to suit a variety of activities with differing risk profiles.

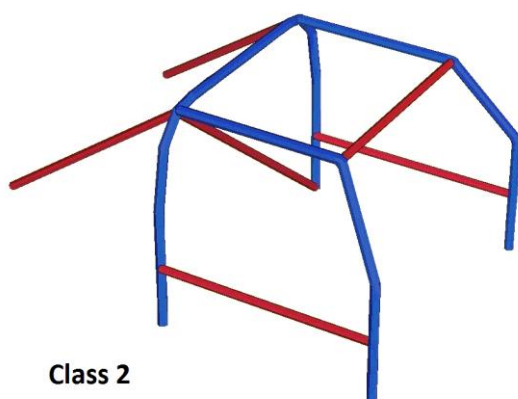
2.1.1 **Class 1** A Class 1 structure consists of a main hoop fitted behind the front seat occupants, to which are attached rear braces and a compulsory diagonal, the upper end of which is behind the driver's head. (Drawing SC-9). This structure may be appropriate for events with a primary risk profile of roll over incidents. Class 1 structures may permit the automobile to retain civil registration.

A **Class 1a** cage consists of a Class 1 structure to which side impact protection is added to the standard rollover structure. This may be of benefit where side impact is of concern, such as drift battles or restricted Tarmac Rally events.



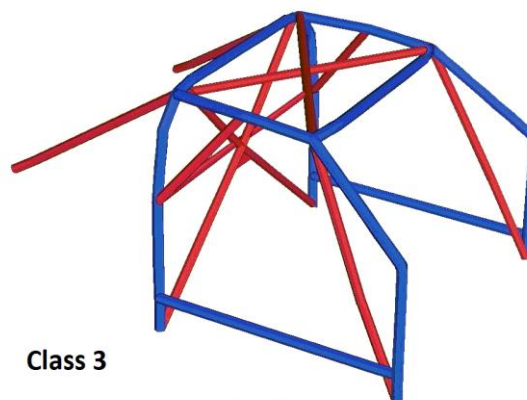
Drawing SC-9

- 2.1.2 **Class 2** A Class 2 structure consists of a Class 1 structure to which is added front legs and a windscreen header as well as side protection in the door openings (Drawing SC-10). This structure provides greater protection for events with a risk profile including a higher probability of frontal collisions and lateral impacts.



Class 2

Drawing SC-10



Class 3

Drawing SC-11

- 2.1.3 **Class 3** A Class 3 structure consists of a Class 2 structure to which further reinforcement has been added (Drawing SC-11). A Class 3 structure will be the most comprehensive structure that provides a higher level of protection for events with a risk profile including impacts with narrow objects such as trees and poles.

2.2 Limitations of extent

- 2.2.1 The complete Safety Cage, including optional reinforcement members, must be contained longitudinally between a vertical plane through the foremost and a vertical plane through the rearmost suspension mounting points that impose a significant vertical force on the body shell.
- 2.2.2 No part of the Safety Cage may extend below the floor.⁴

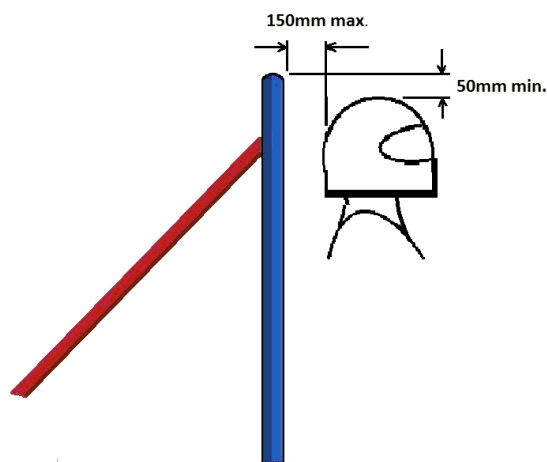
2.3 Main Hoop (Compulsory for all cage classes)

- 2.3.1 The main hoop shall be formed from a single piece tube to the specifications shown in Section 1.19, Table ST-1. It shall closely follow the interior of the cockpit with smooth bends and free of joints. Other

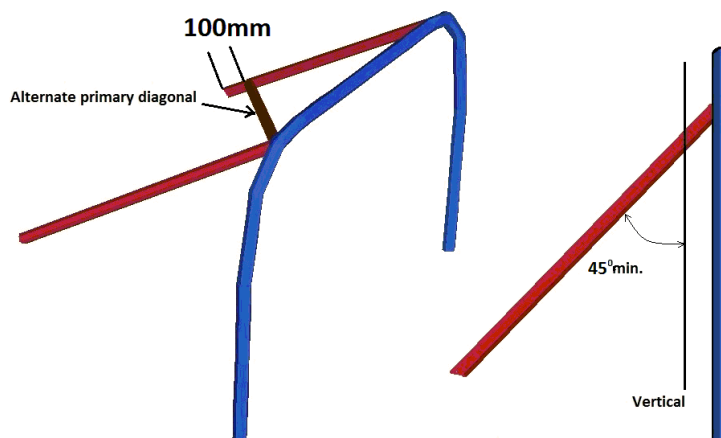
⁴ This requirement shall not in itself preclude the fitting of chassis braces/tubes below the floorpan where Group regulations permit. However, each brace/tube that extends below the floor shall not be regarded, in its entirety, as part of the Safety Cage even if it is welded to a Safety Cage member or cage mounting point.

members may be attached to the main hoop by welding or by clamps of approved design. The hoop shall have no more than five bends in total.

- 2.3.2 The main hoop shall be vertical when viewed from the side, with a 5-degree tolerance. It shall not overhang but must be within 150mm of the occupants' helmets. (Drawing SC-12)



Drawing SC-12

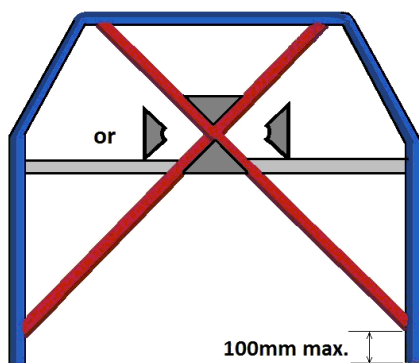


Drawing SC-13

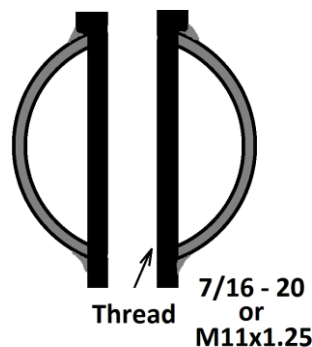
- 2.3.3 The main hoop shall be either mounted to the bodyshell at floor level using a bolted mounting foot, or welded to a shell reinforcement (See article 1.16 for details).

2.4 Primary Diagonal (Compulsory for classes 1 and 2)

- 2.4.1 The primary diagonal shall be a member composed of a single tube that extends from the lower passenger side to the top of the structure behind the driver's head. It may be either in the plane of the main hoop, or under certain circumstances in the plane of the rear braces.
- 2.4.2 Where the primary diagonal is in the plane of the main hoop, its upper attachment must be within 100mm of the point at which the driver's side rear brace is attached to the main hoop. The lower attachment must be on the main hoop on the passenger's side within 100mm of the mounting point on the bodyshell (Drawing SC-14).
- 2.4.3 Where the rear braces are less than 45 degrees from the vertical when viewed from the side the primary diagonal may be attached in the plane of the rear braces. The upper attachment to the driver's side rear brace must be within 100mm of the point at which that rear brace is attached to the main hoop. The lower attachment must be on the passenger's side rear brace within 100mm of its mounting point on the bodyshell. (Drawing SC-13)



Drawing SC-14



Drawing SC-15

2.5 Rear Braces (Compulsory for all classes)

- 2.5.1 Not fewer than two rear braces must attach to the main hoop at or near roof level, as close as possible to the outer bends of the main hoop. Each must be straight and make an angle of at least 30 degrees to the vertical, when viewed from the side.
- 2.5.2 Each Rear brace must be mounted to a substantial part of the rear structure of the automobile as close to the outside of the automobile as possible. This may include the floorpan, a rear wheel arch or rear suspension tower. Mounting to an unreinforced rear parcel shelf is not acceptable. Reinforcement of the rear parcel shelf is not permitted unless authorised in Group regulations.

2.6 Safety Harness bar (Compulsory for class 3)

- 2.6.1 A safety harness bar, where fitted, must extend the full width of the main hoop.
- 2.6.2 Where the harness bar is intersected by a diagonal member in the plane of the main hoop, each section of the harness bar shall be co-linear.
- 2.6.3 A gusset at the junction of a main hoop cross (see article 1-13) and intersecting the line of the safety harness bar will be deemed to constitute a continuation for the purpose of 1.6.1 (Drawing SC-14)
- 2.6.4 Threaded ferrules (7/16"-20 or M11 x 1.25) may be added to the harness bar. Where fitted these shall extend through the tube and be fully welded (Drawing SC-15).
- 2.6.5 Guides may be added to the harness bar to limit lateral movement of the harness where the harness is attached by wrapping.
- 2.6.6 Where foreseen by the seat manufacturer, the seat backrest may be attached to the harness bar.

2.7 Front Leg (Compulsory for classes 2 and 3)

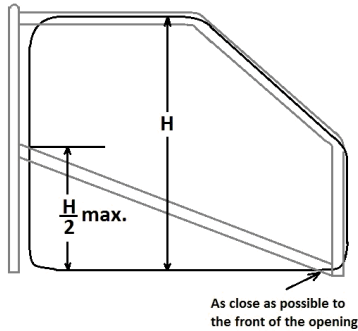
- 2.7.1 Each Front leg must be a single tube, and follow the interior of the cockpit closely. It must be attached to the main hoop as close as possible to the roof, preferably near the junction of the rear braces. Each front leg must have the minimum number of bends required to follow the A-pillars, and only one bend below a horizontal plane through the midpoint of the windscreen. It is recommended that each front leg be tagged to the A-Pillar.
- 2.7.2 Each front leg must be either mounted to the bodyshell at floor level using a bolted mounting foot, or welded to a shell reinforcement (See article 1.16 for details). The mounting point shall not be to the rear of any part of the front leg/lateral hoop.

2.8 Windscreen header (Compulsory for classes 2 and 3)

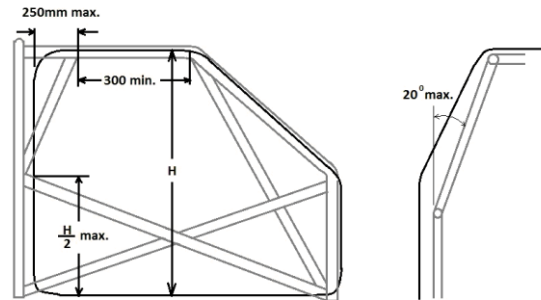
The windscreen header must be attached to the front legs as far forward as possible, whilst remaining in close proximity to the leading edge of the roof reinforcement. It must be a single piece tube with a maximum of three bends along its length.

2.9 Anti-intrusion bar (Compulsory for classes 1a, 2 and 3)

- 2.9.1 At least one anti-intrusion bar must be fitted on the driver's side and, if carrying a passenger/co-driver, on both sides of the automobile.
- 2.9.2 Each anti-intrusion bar shall extend from the main hoop to the front leg (Classes 2 and 3) and be made of a single tube. If practical, it should be bent out towards the exterior of the vehicle, but otherwise straight. In the case of a Class 1a structure, the forward end of the door bar shall be mounted to a point on the sill as close as possible to the front of the door opening (Drawing SC-16).
- 2.9.3 Each anti-intrusion bar must be as high as possible, but not above a point half way up the door opening at either end (Drawing SC-16).



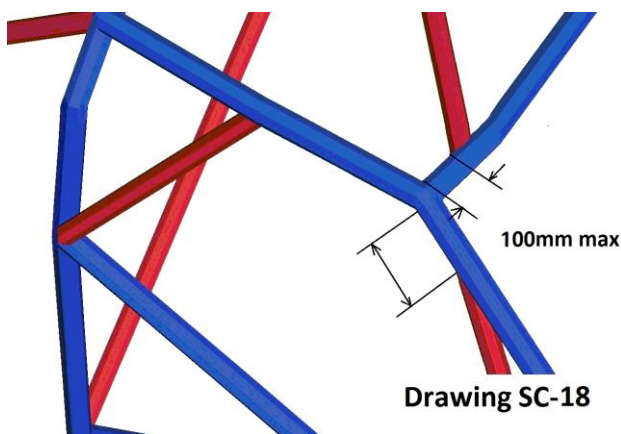
Drawing SC-16



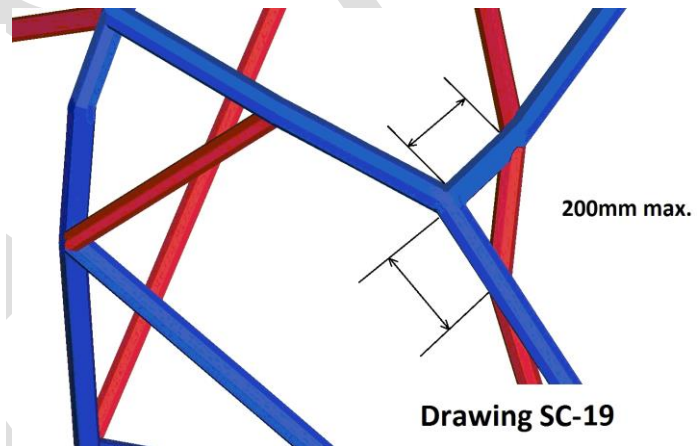
Drawing SC-17

2.10 A-pillar reinforcement (Compulsory for class 3)

The purpose of the A-Pillar reinforcement is to triangulate the forward edge of the cage. At its lower end, it must be mounted to either the same mounting foot or reinforcement plate as the front leg, or to a separate mounting foot or chassis reinforcement to the same specification. At the upper end it must be attached to the front leg either within 100mm of the junction of the header bar (Drawing SC-18), or within 200mm if a reinforcement is fitted (Drawing SC-19)



Drawing SC-18



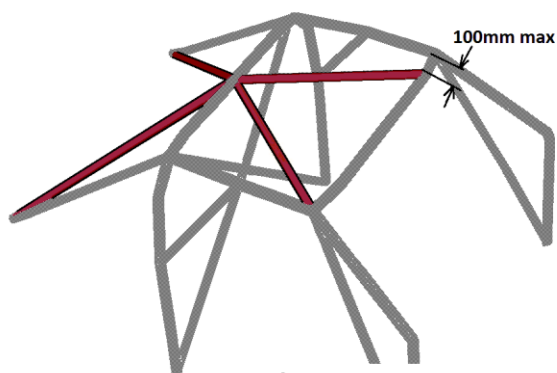
Drawing SC-19

2.11 B-pillar reinforcement (Compulsory for class 3)

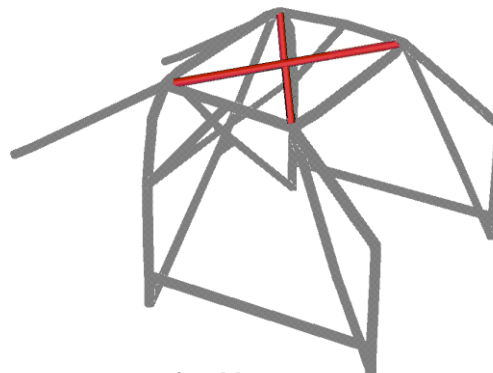
The purpose of this member is to support the front leg above the door opening. Its upper junction with the front leg should be approximately beside the driver's helmet, but no more than 250mm ahead of the rearmost part of the door opening and at least 300mm to the rear of the A-pillar reinforcement. (See Drawing SC-17). This bar may have a single bend of up to 20 degrees, as viewed from the front, to provide additional clearance for the occupants.

2.12 Roof reinforcement (Compulsory for Class 3)

The Safety Cage must contain a reinforcement to brace the roof area above the occupants. This may take the form of a "V" or "cross" (Drawings SC-20, SC-21).



Drawing SC-20



Drawing SC-21

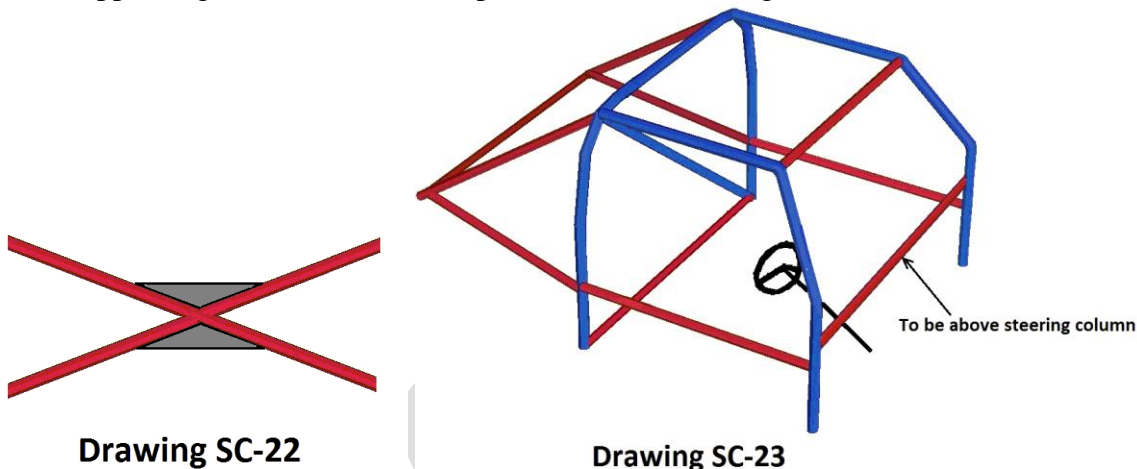
At the forward end, each roof reinforcement member must be attached to the header bar either within 100mm of the junction of the front leg (Drawing SC-18), or within 200mm if a reinforcement is fitted (Drawing SC-19).

2.13 Main hoop cross (Compulsory for class 3)

The main hoop shall be reinforced by at least two diagonal members forming a cross. The junction between the two members shall be reinforced by a pair of opposed gussets. The diagonal braces must terminate within 100mm of the mountings of the main hoop at the bottom and the junction of the rear braces at the top. (Drawing SC-14).

2.14 Double anti-intrusion (door) bar (Compulsory for class 3)

The fitting of a second anti-intrusion door bar is required for class 3 cages. It is preferred that each such bar be one contiguous tube. In cases where the two bars intersect, resulting in a total vertical cross section less than that of the two separate bars, the junction must be reinforced by a pair of opposed gussets fitted to the top and bottom (Drawing SC-22).



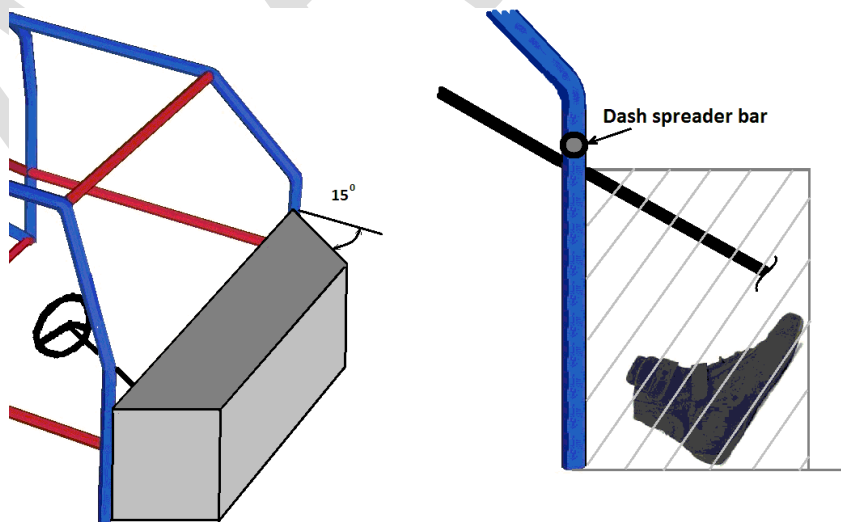
Drawing SC-22

Drawing SC-23

2.15 Optional reinforcements

2.15.1 Additional, non-compulsory Safety Cage reinforcements, respecting the provisions of Article 1.2, are permitted in the volume behind the plane of the main hoop. A dash spreader bar may be added between the front legs of the Safety Cage, but it must pass above the steering column (Drawing SC-23).

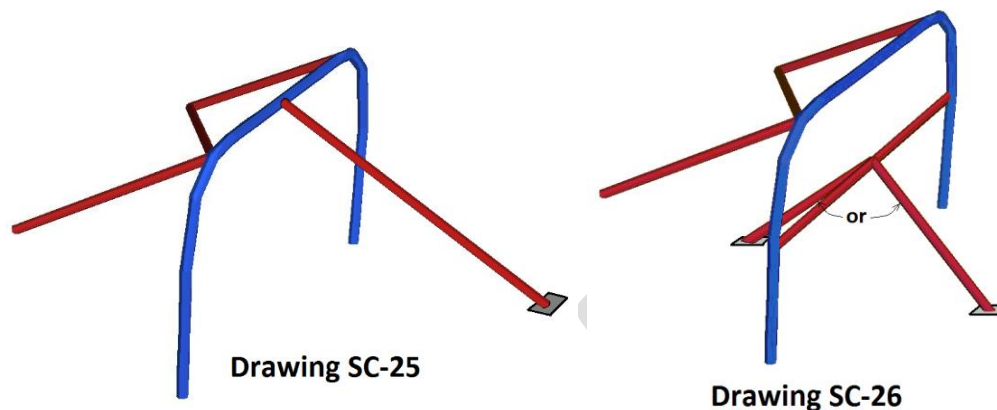
2.15.2 Non-compulsory reinforcements may be added ahead of the front legs, other than within the foot space volume as shown in Drawing SC-24. This volume is bounded at the front by a vertical plane through the soles of the driver's boots, and at the top by the height of a permitted dash spreader bar. At the sides, it is bounded by vertical planes through the front leg tubes that are inclined 15 degrees toward the centre of the automobile.



Drawing SC-24

2.15.3 For Class 1 and Class 1a structures, a forward brace as shown in Drawing SC-25 may be added. The mounting of this brace shall be in the front passenger foot-well.

2.15.4 Where a safety harness bar is added, a forward or rear facing brace may be added as shown in Drawing SC-26, mounted to the transmission tunnel area.



2.16 Mountings (All classes)

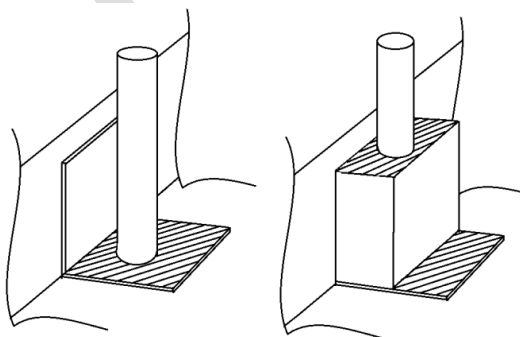
2.16.1 Each Safety Cage shall, as a minimum, be mounted at the following locations:

- 2.16.1.1 At the base of each side of the main hoop tube (Classes 1, 2 and 3);
- 2.16.1.2 At the base of each rear brace tube (Classes 1, 2 and 3); and
- 2.16.1.3 At the base of each front leg tube, or each side of the front hoop (Classes 2 and 3)

2.16.2 At each of the above locations the tube shall be either:

- 2.16.2.1 Welded directly to a shell reinforcement, or;
- 2.16.2.2 welded to a mounting foot which is bolted to a shell reinforcement; or
- 2.16.2.3 welded to a mounting foot which is then bolted directly to the body shell (see 1.16.6.3).

2.16.3 A shell reinforcement must take the form of a steel plate, or combination of steel plates, that closely follows the contour of the shell over the required area. It shall at least 3mm in thickness and shall be in close proximity to the body shell over a total projected area of 12000mm² for each mounting point of the main hoop and front leg/front hoop, and 6000mm² for each rear brace and other mandatory members. (Drawing SC-5)



Drawing SC-5

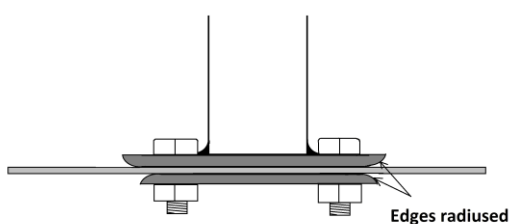
2.16.4 Each shell reinforcement must be welded to the body shell. Safety Cage installers should consult the automobile manufacturer for guidance on the most appropriate welding techniques and materials. Each such recommendation made by the automobile manufacturer shall be binding and shall take priority over any contradictory requirements in the present rules. Care must be taken to ensure a close fit to the shell prior to welding, and to the removal of paint/coatings from the areas to be welded. Stitch welding of at least 20mm in length may be used along the perimeter of the reinforcement. Spot

welding may be used provided the spots are along the complete perimeter of the reinforcement and spaced not more than 15mm apart. It is strongly recommended that the shell reinforcement be welded to the shell in at least two planes (e.g. floor and inner sill). (Drawing SC-5)

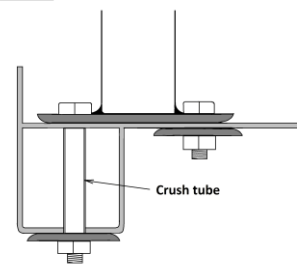
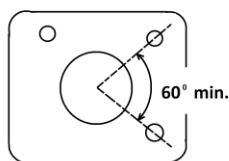
2.16.5 A mounting box may be used to support the Safety Cage. It shall be made of steel at least 3mm in thickness and must be fully welded along all seams. It is recommended that the box be internally gusseted/reinforced. The shell reinforcement may make up two or more sides of the box but must remain clearly visible. The height of the mounting box shall not exceed 200mm.

2.16.6 Bolted mountings

2.16.6.1 At least three bolts shall be used at each mounting foot of the main hoop, front legs or front hoop, and at least two bolts at each other mounting point.



Drawing SC-27



Drawing SC-28

2.16.6.2 Each bolt and nut must be of 8mm minimum diameter and grade 8.8 (ISO) minimum strength. When viewed along the axis of the member, each bolt shall be separated radially from all other bolts by an angle of at least 60° subtended from the tube centreline. (Drawing SC-27). Each nut must be locked to the bolt, either mechanically or chemically. Where a bolt passes through a box section a crush tube must be used to allow the bolts to be torqued to at least 40Nm. (Drawing SC-28)

2.16.6.3 Optionally for Class 1 or Class 2 Safety Cages, each Safety Cage mounting foot may be bolted to the body shell without a shell reinforcement. The mounting foot at each point shall comply with the dimensional requirements as shown in Table ST-1. Additionally, each foot shall have rounded corners of min 10mm radius in projection along the tube centreline, and each edge rounded off at the bottom (Drawings SC-4 and SC-28). A lower plate must be used under the floor. It shall be at least $\frac{2}{3}$ of the area of the mounting foot and be proportionate in size.

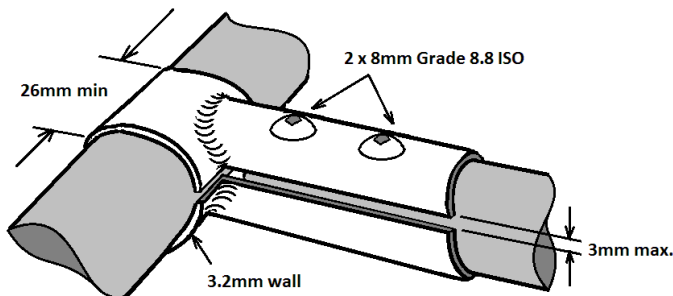
2.16.6.4 Where necessary the lower mounting plate may split into two sections provide the required overall projected area is maintained. (Drawing SC-28).

2.17 Demountable Joints

2.17.1 Demountable joints shall be no less strong in tension than the tubes that they join, and shall have no less than two 8mm or one 10mm Grade 8.8 ISO bolts in shear. Wherever the bolts may be exposed to the occupants, button head capscrews must be used.

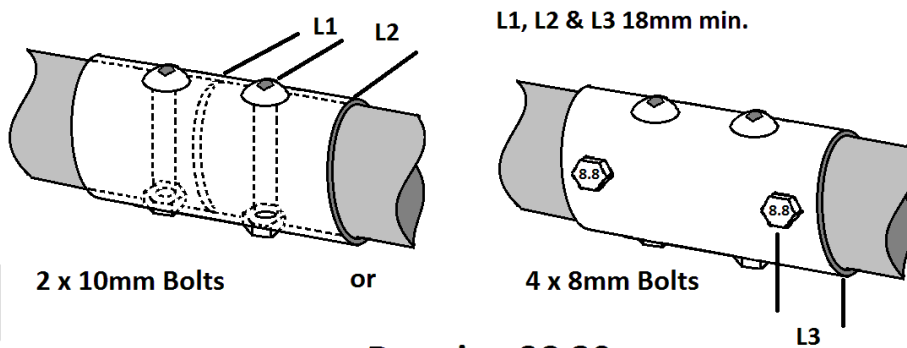
2.17.2 No joints which hinges in a vertical plane shall not be used to attach front legs to the main hoop.

2.17.3 Tee Clamp joints (Drawing SC-29) may be used to attach front legs and rear braces to the main hoop in Class 1 and 2 cages.



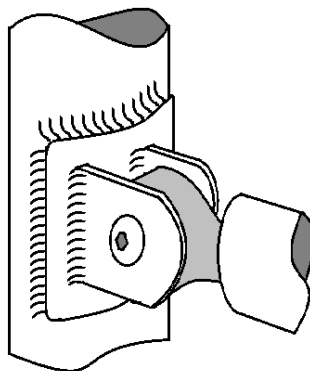
Drawing SC-29

2.17.4 A sleeve joints (Drawing SC-30) may be used to join tubes in all structures. Each sleeve shall be of the same or greater wall thickness as the tubes joined, and there must be no more than 0.5mm clearance between the sleeve and tube. The length of each sleeve shall not be less than twice the diameter of the tubes joined. No crush tube is required within the joined tubes. The centreline of each bolt shall be at least 18mm from the end of each tube or sleeve



Drawing SC-30

2.17.5 Where a lug for a demountable connection is welded to a safety cage member, the tube must be reinforced to a distance of not less than 10mm from the lug (Drawing SC-31)



Drawing SC-31

2.18 Padding

- 2.18.1 Safety padding must be fitted to each region of any member of a safety cage structure with which an occupant's helmet may make contact. This region is deemed to include any point within 200mm of an occupant's helmet when the occupant is seated normally with safety harness tightened.
- 2.18.2 Safety padding shall comply with the SFI 45.1 standard, or similar internationally recognised standard.
- 2.18.3 Comfort padding of an alternative material may be attached to the Safety Cage wherever compulsory padding as per 1.18.1 is not required.

2.19 Material Specifications

The material requirements are specified in Table ST-2, ST-3 and ST-4. Care should be taken in the selection of Safety Cage materials. The suitability of the steel for welding and cold forming as well as elongation must be taken into account when selecting materials. The use of AS/NZS1163 pipe (CHS) is authorised only for Class 1, Class 1a and Class 2 Safety Cages. In general, the use of cold drawn low carbon mild steel tubing CDS/CEW (FOM) is preferred to the use of black water pipe to AS/NZS1163 (C350L0), particularly if the automobile is to compete in higher-level events or events under other sanctioning bodies. The use of so-called “down grade” or “seconds” pipe is prohibited. The use of alternative mid to high carbon, alloyed high tensile steels may be permitted under the provisions of SECTION 3.

Mounting Location	Projected area of mount		Minimum single dimension
Main hoop tubes Front legs/rollbar	6500mm ²	Under 700kg [#]	55mm
	7500mm ²	701kg-1150kg [#]	65mm
	10000mm ²	Above 1150kg [#]	75mm
Rear braces	6000mm ²		50mm

Where specified, weight refers to the “start line” weight of the automobile.

Carbon Content	Maximum 0.33%
Carbon Equivalent Value*	Maximum 0.80%
Elongation	20%
Ultimate Tensile Strength	450MPa Min

Yield Strength	350MPa Min
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*CEV - As per International Institute of Welding (IIW) guidelines

Table ST-3 Minimum Tubing Dimensions (mm) CDS/CDW FOM tubing				
Tube	Up to 1150kg		1150kg and over	
	Diameter	Wall	Diameter	Wall
Main Hoop (per SC-1)	38.1mm	2.4	44.5mm	2.5
Vertical struts and transverse member (per SC-2)	38.1mm	2.4	44.5mm	2.5
All other compulsory members	38.1	1.6	38.1	2.5
Non-compulsory braces	38.1	1.6	38.1	1.6

Table ST-4 Tubing Dimensions (mm) AS1163 black/painted pipe		
All weights [#]	Minimum permitted size	
	Diameter	Wall
Main Hoop (per SC-1)	48.3mm	2.3
Vertical struts and transverse member (per SC-2)	48.3mm	2.3
All other compulsory members	42.4	2.3
Non-compulsory braces	42.4	2.0

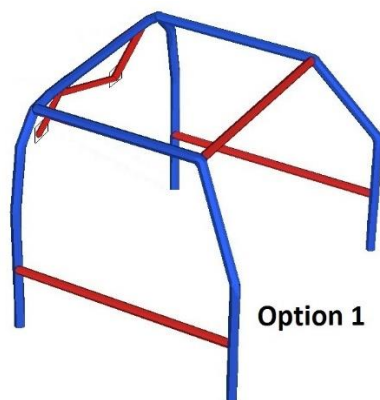
SECTION 3

3 This section shall apply to a Safety Cage fitted by an aftermarket supplier to a series production, goods carrying automobile utilising a steel monocoque passenger cell, possibly with a separate chassis.

3.1 Option 1

3.1.1 For an automobile with sufficient space behind the occupants (Extra Cab or Crew cab), a Safety Cage in compliance with SECTION 1 may be used, noting that the provisions of Article 1.5.1 must be respected.

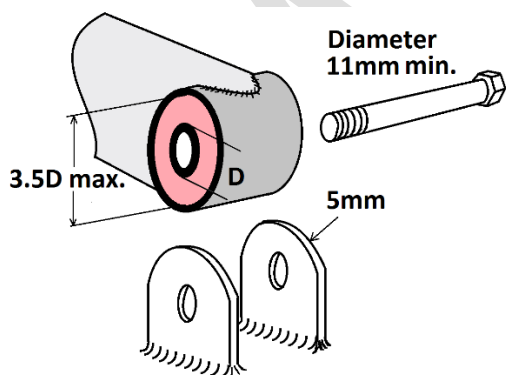
3.1.2 The rear braces may terminate at a location immediately below the rear window as per Drawing SC-33.



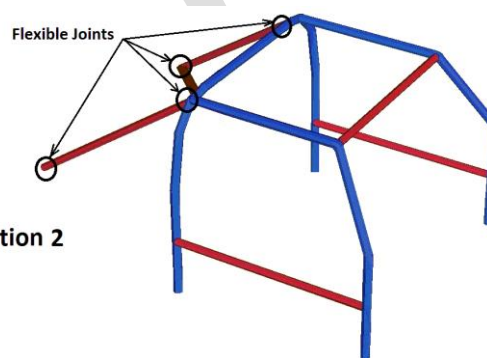
Drawing SC-33

3.2 Option 2

- 3.2.1 For an automobile with insufficient space behind the occupants, the safety cage may be extended through the rear of the cockpit and terminate on the rear chassis.
- 3.2.2 The provisions of Article 1.2 must be respected.
- 3.2.3 Each rear brace and the diagonal member may pass through the rear window aperture. In such cases, a rear window made from glass may be replaced by another of polycarbonate material.
- 3.2.4 Where the automobile utilises a separate chassis and a rigid connection is impractical, the joints of the rear brace and diagonal at the chassis and main hoop may contain a flexible bushing. See Drawing SC-34 and SC-35



Drawing SC-34

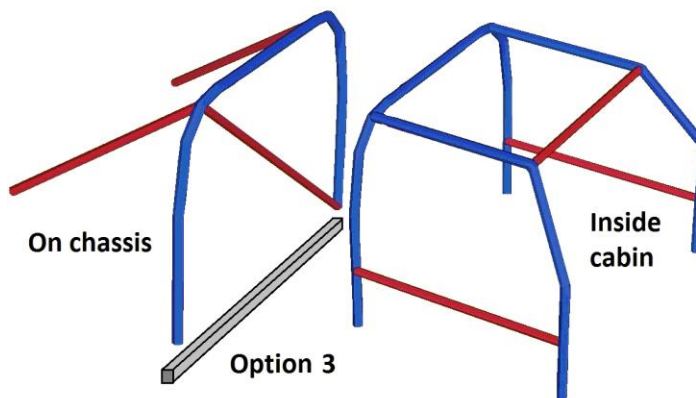


Drawing SC-35

3.3 Option 3

- 3.3.1 The automobile may be equipped with a Safety Cage within the cockpit and a separate Roll Over Protection Structure (ROPS) in the load area.
- 3.3.2 The ROPS shall extend in height at least to the highest point of the roof.
- 3.3.3 The ROPS may be mounted onto a commercially available tray designed for the automobile concerned. In such case each ROPS mounting shall be as per the requirements of SECTION 1.
- 3.3.4 Where no load tray is utilised, the ROPS may be mounted at the front onto an RHS steel tube mounted to the chassis rails. The tube shall be 100mm square, with a wall thickness of 3mm. If the automobile has a mass over 1.8T the tube shall be 100mm square, 4mm wall thickness.
- 3.3.5 The ROPS shall be of sufficient width to enclose each occupant when viewed from the rear.

3.3.6 Under Option 3, the Safety Cage need not be equipped with rear braces or a diagonal. See Drawing SC-36



Drawing SC-36

SECTION 4

4 Application

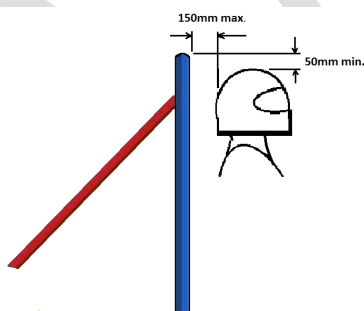
This section shall apply to each Safety Cage of free design fitted by an aftermarket supplier to a series production automobile that utilises a steel monocoque passenger cell; or to an automobile of alternative construction techniques and materials.

4.1 Approval

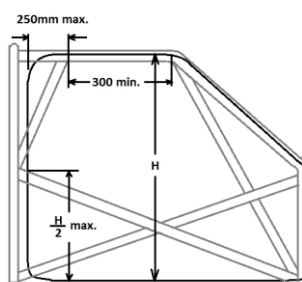
A Safety Cage manufacturer/installer may seek approval from the AASA to install a Safety Cage structure of free design. The freedom of design shall extend to the materials used in the construction of the cage, the design of the structure, and its mountings.

4.2 Restrictions

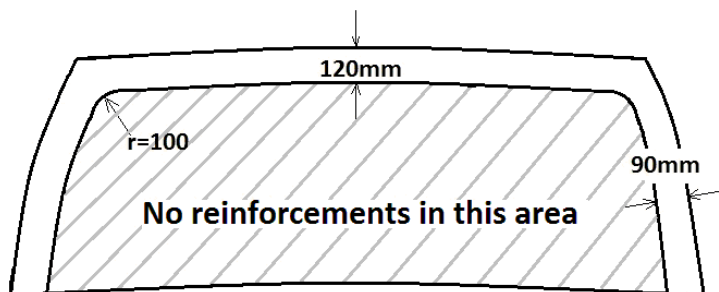
4.2.1 The restrictions shown in the following drawings SC-12 and SC-32 shall apply to each Safety Cage which is subject to present section:



Drawing SC-12



Drawing SC-32



Drawing SC-37

- 4.2.2 Where a transparent windscreen is fitted, no Safety Cage reinforcement may be present in the windscreen area more than 90mm from the side of the windscreen nor 120mm from the top of the windscreen. See Drawing SC-37
- 4.2.3 Where no transparent windscreen is fitted, a maximum of three Safety Cage reinforcement members may be added into the windscreen area. These braces must not form a “cross” at any point within the within the windscreen aperture.
- 4.3 Submission of Design**
The manufacturer or installer of the Safety Cage must consult the AASA Technical Department prior to the commencement of construction. Failure to do so may result in the rejection of the structure.
- 4.4 Strength Requirements.**
- 4.5** The manufacturer or installer of the Safety Cage shall demonstrate, by physical testing or FEA analysis by a recognised company or expert person, that the structure complies with such strength requirements in the US Federal Motor Vehicle Safety Standard number 216 (FMVSS216) as are specified by the AASA. These requirements will be provided by the AASA upon request. These test requirements shall apply to the standalone Safety Cage, not in conjunction with the automobile structure. For the purpose of such testing, the weight of the automobile shall be taken as the predicted weight of the car as it would be as it starts the event, including occupants and fluids. Should the measured weight of the automobile after completion exceed the estimate by more than 5%, re-testing of the structure will be required.
- 4.6 Bonding of mounting reinforcement plates**
Where welding to the chassis is not permitted by the automobile manufacturer, or is otherwise impractical, the reinforcement plates may be chemically bonded to the shell. The Safety Cage installer must provide details of the bonding agent used along with the estimated loadings used to determine the design of the mountings.
- 4.7** Once complete, the Safety Cage installer must complete and submit a Free Design Safety Cage form to the AASA. This form is available on request from tech@aasa.com.au
- 4.8** Once approved, an AASA Certification Number and Certificate will be provided. The number must be attached to the Safety Cage structure and a copy of the Certificate provided to the owner of the automobile.

SECTION 5

- 5 A Safety Cage installed by the manufacturer of a series production automobile, or by their authorised agents, will be accepted by the AASA, provided that:
- Manufacturer’s documentation is presented to prove its authenticity

- It is intended as a functional, rather than cosmetic, item.
- It meets the configuration requirements (Class of Cage) for the event

Where a manufacturer's Safety Cage is installed in the automobile, its acceptance and applicable Class will be recorded in the AASA Passport.

SECTION 6

- 6 A Safety Cage fitted to an automobile that has previously been used to compete in events under recognised sanctioning bodies other than the AASA will be accepted by the AASA provided that:
- The safety cage was fitted to the particular automobile at the time of such previous competition event, and remains unmodified
 - Documentation is presented to establish such previous history
 - It meets the configuration requirements (Class of Cage) for the event

Sanctioning bodies recognised by the AASA are:

- CAMS - Confederation of Australian Motor Sport
- MSNZ – Motor Sport New Zealand
- MSA(UK) – Motor Sport Association of the United Kingdom
- DMSB – Deutsche Motor Sport Bund
- ACCUS – Automobile Competition Council of the United States, and its delegated Clubs/Associations
- JAF – Japan Automobile Federation.

Another sanctioning body may be recognised by the AASA. Contact the AASA Technical Department. The acceptance and relevant Class of a Safety Cage installed in the automobile previously used in events under another authorised sanctioning body will be recorded in the AASA Passport.

SECTION 7

7 Damage

Damage to the Safety Cage fitted to an automobile indicates a significant impact to the automobile's structure has occurred. It is frequently the case that the repair of a Safety Cage will not be economically or practically viable. If this subsequently involves the replacement of the bodyshell, the original Passport will be cancelled and new Passport must be obtained

7.1 Suspension of Passport

Where it is determined that damage has occurred, whether by bending or crushing, to the main hoop, primary diagonal, a rear brace, front leg or windscreen header, the Chief Scrutineer will be required to suspend the automobile's Passport. The Chief Scrutineer is authorised to suspend the Passport where it is deemed that other safety cage damage is significant or will be difficult to repair. The Passport shall be notated accordingly and returned to the AASA by the Event Organiser.

7.2 Repairs

- 7.2.1 Repairs to the Safety Cage should preferably be performed by the original safety cage manufacturer or installer. If this is not possible, or practical, repairs must be carried out by, an installer registered with the AASA.
- 7.2.2 Each repair must be carried out in compliance with the requirements for a new structure. Each tube may be returned to its original shape by cold working only. A crushed or kinked tube must be replaced in its entirety. Sleeved or sectioned repairs are specifically prohibited.

7.2.3 Where the automobile Passport has been suspended, a repair diary must be kept. This must include photographic evidence that clearly identifies the automobile, and demonstrates the method and extent of the repair. When the repair is completed, the diary, and a AASA Repair Certificate, must be sent to the AASA. The AASA will issue a Temporary Passport and the automobile must be completed by a AASA licensed scrutineer prior to the next use of the automobile in competition. If all is satisfactory, the Passport will be re-issued.

AASA

APPENDIX 2 – HEALTH SAFETY AND ENVIRONMENT POLICY

PURPOSE

This policy recognizes that the health and safety of all organizers and participants in activities conducted by the Australian Auto-Sport Alliance Pty Ltd (AASA) is an organizational responsibility under the current Occupational Health and Safety Act (Act) and associated legislation. AASA also recognizes the potential impacts to the environment, and the community with responsibility to adhere to applicable state and national government Acts and legislation.

SCOPE

AASA is committed to the provision of a safe and healthy working environment for personnel, volunteers, contractors and participants in AASA sanctioned activities. This Health Safety and Environment (HSE) policy applies to all personnel, volunteers, contractors and participants of AASA workplaces and sanctioned activities.

POLICY

It is the policy of AASA to provide and maintain, so far as is practicable, a working environment that is safe and without risk to health or impacts to the environment by:

- Providing and maintaining safe plant, equipment and systems of work
- Arranging and monitoring arrangements for the safe use, handling, storage and transport of plant and substances
- Maintaining a safe work environment with adequate facilities for persons welfare
- Providing adequate information and training regarding identification of hazards & risks within the work environment
- Providing information, training and where necessary supervision for all persons to mitigate and control risks to work in a safe and healthy manner
- Monitoring the adequacy of safety management plans from promoters and participants of AASA sanctioned events
- Monitor the effectiveness of safe work practices to ensure minimized risk to the health and environment of persons associated with AASA activities

RESPONSIBILITIES

The Directors of AASA have ultimate responsibility for the implementation and review of this policy, and may delegate Health Safety and Environment (HSE) management responsibilities. These responsibilities are fulfilled by a commitment to:

- Observe, implement and fulfill responsibilities under the Acts and Regulations which apply to OH&S and comply with applicable Victoria Codes of Practice and Australian Standards.
- Ensure that the HSE management system is effectively implemented, and consistent with the organizational health, safety and environment management objectives.
- Take a risk management and consultative approach to the development, implementation and monitoring of HSE systems.
- Effective implementation of HSE Programs, including provision of information and relevant training to personnel and participants.
- Development, measurement and ongoing review of HSE objectives and targets, aimed at continuous improvement and the prevention of injury or harm.

Personnel (employees and volunteers):

- have HSE responsibilities and a role to play in the provision and maintenance of a working environment which is safe and without risks to health;
- are required to take reasonable care of themselves and others at AASA;
- have a responsibility to comply with all HSE policies, procedures and directions agreed to by management;
- must not interfere with or misuse items or facilities provided in the interest of health, safety, environment and welfare of AASA personnel, contractors and participants;
- must report any incidents, “near misses”, actual or potential hazards to a member of AASA Management as soon as practicable; and
- must attempt to mitigate or reduce risks of hazard or incident through effective HSE controls.

Promoters and participants:

- have HSE responsibilities and a role to play in the provision and maintenance of an environment which is safe and without risks to health or welfare of persons;
- must implement and maintain a safety management plan for events and activities of AASA sanctioned events;
- must adhere to any safety management plan or safety management procedures implemented by event management, promoters and AASA;
- must report any incidents, “near misses”, actual or potential hazards to a member of an event management to record and report to AASA Management; and
- must attempt to mitigate or reduce risks of hazard or incident through effective HSE controls.

REVIEW

The policy will be regularly reviewed in light of legislation and organizational changes at AASA, with planned review every two years.

APPROVAL

This policy is approved by the Directors of Australian Auto-Sport Alliance Pty Ltd, September 2015.

HSE Policy - APPENDIX 1

AASA Policy related to Pregnancy

The Australian Auto-Sport Alliance Pty Ltd (AASA) issues the following as additional information to this policy for participants at AASA sanctioned events.

At all times:

- Any person, who is knowingly pregnant or known to be pregnant, may NOT enter AASA competitions whereby timing is used or a AASA Competition license is needed. Known pregnancy may render the individual uninsurable for an event.
- Any person, who is knowingly pregnant or known to be pregnant, may participate in events such as 'Show and Shine', 'Road Touring' (untimed) where participation and travel is in line with the associated area road and traffic management laws. Participants must follow the local laws at all times and be aware of provisions related to driving while pregnant in accordance with the state or territory driving license.
- Any persons known to be pregnant working under instruction of event management, such as volunteers and officials, are at all times to follow instruction and duties as defined by venue policy, event management and event safety plans.

Appendix 4 Apparel Requirements

For AASA sanctioned events V1.0

Background

Risk management principles follow a hierarchy of actions, designed to reduce or eliminate hazards to health and safety. High priority actions are always more effective in managing risk and must always be implemented where possible and practical to do so. Where a higher priority action is assessed as being impractical or further action is required, actions at a lower level must be implemented. The generally accepted hierarchy is:

- Eliminate: Don't do the activity (e.g. Stop Motor Sport altogether, don't race)
- Isolate: Separate people from the hazard (e.g. Remote controlled lights, not flags)
- Substitute: Find a safer alternative to the hazard (e.g. ceramic brake pads, not asbestos)
- Engineer: Make things safer (e.g. safety harnesses, safety cages, fuel bladders)
- Administrate: Write rules to be followed (e.g. nobody on pit wall at starts)
- Personal Protective Equipment PPE: last line of protection (e.g. Helmets, apparel)

As can be seen from the above, apparel represents the last line of protection when all other risk management actions have failed. It is the last line of protection, not the first.

Apparel can also be used in a secondary safety role, by enhancing visibility (Hi-Vis) or providing a visual clue as to an official's role to ensure smooth management of both normal and critical operations.

Hazards

We must assess protective apparel globally, including not just drivers, co-drivers and riders, but also crew and officials. In doing so we must consider what the hazards are against which protective apparel can provide some level of protection.

- Fire (Flame and smoke)
- Heat, both radiant and conducted (e.g. hot exhausts, cockpit floor, oil pipes)
- Cold (e.g. refrigerated fuel or intercoolers, exposure to cold wind and rain)
- Explosion (mostly off track activities e.g. during tyre fitting, welding operations)
- Blunt object impact (e.g. hitting the dash, steering wheel, safety cage)
- Sharp object impact (e.g. sharp edged brackets, brake mater cylinders)
- Crushing (e.g. falling objects or rolling vehicles)
- Abrasive impact (e.g. contact with bitumen at speed)
- Chemical exposure (e.g. fuel, oils, acid)
- Dust and fumes (e.g. exhaust gas, engine fumes, off road and rally dust)
- Noise (e.g. exhaust, induction and gearing, PA systems)
- UV light (Sunlight)
- Poor visibility (i.e. the wearer can't be seen easily)

Wearing protective apparel can also introduce or exaggerate hazards under certain circumstances. These must also be taken into consideration when deciding on the appropriate levels of protection required for a particular activity.

What are the hazards that can be introduced or exaggerated by the wearing of protective apparel?

- Heat retention (leading to dehydration, heat exhaustion, fatigue)
- Loss of vision (peripheral vision)
- Restriction of bulk movement (e.g. arms, legs, neck)
- Loss of dexterity
- Breathing restrictions
- Financial viability of events due to cost of personal protective equipment (PPE).

Pit/Service Crew

General

Each person associated with a motorsport activity, whether as a driver or co-driver, a member of a pit or service crew, supplier or event official, acknowledges that they operate within an environment of elevated risk, and that they shall be required to comply with each requirement specified in event regulations.

Unsafe, inappropriate or offensive apparel

Event Organisers have the right to require any person associated with the event to comply with these apparel requirements. Should event organisers deem that the apparel worn by any person associated with the event is unsafe (either due to its condition or design), inappropriate, or likely to cause offence to a reasonable person, they can ask for the offending apparel to be rectified. Failure to comply with any such request may result in the person or team being excluded from the event.

Uniforms

In many cases, teams may require their pit/service crew to wear a team uniform. Team managers must take into account the prescriptions of the present Appendix when specifying a particular set of apparel for their team, including the roles each member may possibly be directed to do.

Hi-Vis apparel

The wearing of “Hi-Vis” apparel, including vests, is frequently a risk management requirement in workplaces. Nonetheless, in a crowded pit lane, having hundreds of people wearing such apparel defeats the purpose of ensuring that each individual can be seen. Hi-Vis apparel is also generally made of synthetic material and as such prone to sustain combustion.

The wearing of Hi-Vis apparel in the Pit Lane of a circuit race event is therefore restricted to event officials to ensure that they can be readily identified. This shall not preclude teams from using reflective strips sewn into apparel where there is no specific requirement for flame resistance.

Sponsorship Requirements

Event organisers shall not require teams or drivers/co-drivers to display event promotional material on their apparel. Organisers may impose requirements that limit the display of promotional items that, in their opinion, conflict with the requirements of event sponsors. Any such requirement must be clearly specified in Event Supplementary Regulations so that teams who may be adversely affected can assess the impact on their team prior to entry.

Series Regulations may carry certain apparel requirements. Entrants into such series are bound by the relevant Series regulations. In the event of conflict, Series Regulations have priority over the requirements imposed by each Event Organiser, and the present general regulations.

Normal preparatory/maintenance/repair work at an event. (Cold Work)

The risks associated with normal preparatory/maintenance/repair work at an event, other than during competitive sessions, are not considered significantly elevated above those experienced during such work conducted away from the competition environment. The only mandated requirement for each person is the use of fully enclosed footwear, as sharp objects such as screws and cut cable ties are likely to be present in significant quantities in the work area at an event. PPE such as gloves, safety footwear and safety glasses are strongly encouraged.

Protective eyewear and neck to wrist to ankle clothing must be used during each refuelling operation that involves exposure to uncontained fuel (e.g. pouring fuel from a drum into a funnel or directly into the tank opening).

Where the event regulations specify a timed pit stop or service interval of duration not less than ten minutes, such pit stop or service interval will be regarded as Cold Work for the purposes of apparel requirements.

Untimed Pit/Service Area work (Hot Work), other than re-fuelling operations

Working on an automobile in a pit or service area under competition conditions introduces time pressure, and the consequences of having to work with hot components. Gloves must be worn whilst working on hot components including tyres, and persons actively working on the automobile must have long trousers and fully enclosed footwear. Persons working under an automobile and those working with or near fluids under pressure must wear safety eyewear.

Where designated in the Event Regulations, or by a Steward's Bulletin as a Hot Weather Event, those working in a Pit Lane/Service Area in roles other than directly on the automobile (e.g. those on the pit wall, car controllers etc.) may wear short pants.

Untimed Pit/Service Area re-fuelling operations

Refuelling an automobile under competition conditions introduces time pressures to the activity. This consequently increases exposure to hazards such as chemical contact from spills/overflows, and exposure fire/explosion from resulting fuel contact with very hot components.

Pressurised refuelling[§] is defined as occurring whenever refuelling is conducted with the fuel in any part of the refuelling system at any time subjected to a pressure equivalent to a head of 600mm or more. In the case of pressurised refuelling, all those involved in the refuelling activity and any persons within one metre of the refuelling or vent location must be attired as follows:

- Overalls to SFI 3.2A Grade 5 (min.), or equivalent international standard
- Gloves to SFI 3.3 Grade 5 (min.), or equivalent international standard
- Shoes/boots, socks, balaclavas (hoods) to SFI 3.3, or equivalent international standard
- Fully enclosed safety goggles, or protective helmet with full-face shielding.

[§] Refuelling operations that utilise a "forecourt style" 19mm unleaded nozzle with an automatic cut-off shall not be regarded as pressurised refuelling.

Where other than pressurised refuelling is conducted, all those involved in the refuelling activity and any persons within one metre of the refuelling or vent location must be attired as follows:

- Neck to wrist to ankle clothing of non-flammable material (e.g. wool, cotton)
- Fully enclosed footwear with chemical resistant soles
- Fully enclosed safety goggles. or full face protective helmet

Drivers and Riders

General

The diversity of competition types, relative risk profiles, automobile design and environmental factors makes it difficult to define a specific apparel requirement to a particular event or automobile. The AASA therefore defines a series of categories of personal protective equipment that work in conjunction with each other to provide an appropriate level of protection. Some of these categories may have differing levels of protective capability to which event organisers and competitor groups may refer.

Suit

In the present context, the term “suit” refers to the items of external apparel that cover the torso and limbs of the occupant. Embroidery in Level H2 to H4 suits must only be in the outer layer and utilise flame resistant thread. Badges must be of flame resistant material and be sewn into the outer layer

Level H1 Non-flammable[#] apparel that covers the person from mid-neck to wrist to ankles.

Level H2 Single or two-piece suits to SFI 3.2A Grade 1 (min.).

Level H3 Single piece suits to SFI 3.2A Grade 5 (min.) or recognised international equivalent.

Level H4 Single or two-piece suits to SFI 3.2A Grade 10, or higher if specified in event regulations.

Level A1 Single or two-piece suits of leather, Cordura[®] or other abrasion resistant material. Fastenings must be by buttons or zippers, not press together couplings.

Level A2 Single or two-piece suits to SFI 40.1 Type I or above, or recognised international equivalent.

Level A3 Single or two-piece suits to SFI 40.1 Type II, or recognised international equivalent.

Underwear

Level U1 Single or two-piece underwear from lower neck to wrist to ankles. It is strongly advised that the material should be of non-flammable material (e.g. cotton).

Level U2 Single or two-piece underwear to SFI 3.3, or recognised international equivalent. This shall not apply to intimate apparel worn under the protective underwear. Where appropriate, a sports bra to SFI 3.3 is strongly recommended.

Socks

Level S1 Non-flammable[#] socks of sufficient length to cover the ankles.

Level S2 Socks to the SFI 3.3 standard, or recognised international equivalent.

Footwear

Level B1 Fully enclosed footwear with non-synthetic upper and low heels. Footwear shall not extend above the general ankle area (i.e. no long boots). Boots for drivers should be close fitting.

Level B2 Fully enclosed flat-soled and close fitting footwear with abrasion protection of the toe, ankle and heel area. They must be intended for motorsport use and be sourced from a widely distributed catalogue.

Level B3 Footwear to SFI 3.3 or recognised international equivalent.

Level B4 Footwear to SFI 3.3/15.

Helmet

Each helmet should be chosen to fit the user's head and the intended use. Each helmet tends to mould to the shape of the user's head over time, and should not be repeatedly shared. Helmets must not be modified, except in accordance with the manufacturer's guidelines. Painting of helmets, particularly those with a polycarbonate shell, may weaken the structure, as may the application of non-approved stickers. If air vents or communication equipment are required, consideration should be given to purchasing a helmet to meet those requirements. The use of speakers mounted in helmets, other than those supplied by the helmet manufacturer, is prohibited.

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

Level T1 A helmet to one or more of the following standards:

- Australian or NZ standard AS/NZS1698
- European ECE 022 with 04 or 05 amendments
- Snell SA2000 (Expires 12/2018)
- Any Level T2 or T3 helmet

Level T2 An Open Face helmet to one or more of the following standards:

- Snell SA2005 (Become T1 as of 01/19), Snell SA2010, Snell SA2010H, Snell SA2015
- British Standard BS6658 A/FR
- SFI 31.1

Level T3 A Closed Face helmet to one or more of the following standards:

- Snell SA2005 (Becomes T1 as of 01/19), Snell SA2010, Snell SA2010H, Snell SA2015
- British Standard BS6658 A/FR
- SFI 31.1
- SFI 24.1 Youth Helmet (for competitors generally under 16 years of age)

Level K1 A Full Face helmet to one or more of the following standards:

- Snell M2000, Snell M2005, Snell M2010, Snell M2015
- SFI 24.1 Youth Helmet
- Australian or NZ standard AS/NZS1698

Helmet Skirt

Where mandated, helmet skirts must comply with SFI 3.3.

Balaclava/Hood

Where specified, the balaclava or hood must comply with the SFI 3.3 standard, or recognised international equivalent. Where an SFI certified helmet skirt is used, the balaclava is optional.

Eye protection

Each occupant of an automobile not fitted with a full windscreen must use eye protection. This may be incorporated into the helmet in the form of a visor fitted by the helmet manufacturer. This visor comply with

AS1609 or equivalent, and shall cover the complete eye opening of a full-face helmet, or extend to the level of the chin in an open face helmet. Alternatively, each occupant may choose to use close fitting goggles with non-glass lenses to AS/NZS 1377 or similar. The goggles shall be securely held in place by an elastic strap.

Open face helmets provide limited protection against head strikes by larger objects. It is strongly recommended that a full-face helmet with a shield provided by the manufacturer of the helmet be utilised in all open automobiles.

Gloves

Where specified, gloves must comply with SFI 3.3 Grade 5 (min.), or recognised international equivalent. Unless specified in event regulations, co-drivers in events that require the use of pace notes do not require gloves.

Head and Neck Protection

A collar style protective device can reduce the likelihood of neck injury due to compression or flexion. A frontal head restraint (FHR), acting in conjunction with a properly mounted safety harness also offers a level of protection against severe head and neck trauma under tension. It is strongly recommended that a FHR system be used whenever the automobile is equipped with a four-strap harness.

Level R1 A collar type head restraint designed to limit neck flexion, sourced from a widely distributed catalogue.

Level R2 A Frontal Head Restraint in compliance with the SFI 38.1 standard or internationally recognised equivalent.

The use of an R2 FHR necessitates the use of a helmet pre-drilled by the manufacturer for FHR tether anchor points. The use of helmets bearing only the AS/NZS 1698 standard is not permitted with a FHR, as they require modification to fit the FHR tether anchor points.

Chest Protector

Level C1 A Chest/Rib Protector with rigid shell and padding sourced from a widely distributed catalogue.

Level C2 A Chest/Rib Protector to one of the following standards:

- SFI 20.1/1 5-8 Year old (approx. ages)
- SFI 20.1/2 9-12 Year old (approx. ages)

upon request by event officials, the competitor must be able to provide evidence that the material is non-flammable.

Application

Hierarchy

In the event of a conflict, each requirement specified in Event and Series Regulations shall take priority over the general requirements of the present Appendix.

Speed Events and Drifting

PPE	National	Club	Testing
Suit	H2	H1	H1
Underwear	U1	N	N
Helmet	T1	T1	T1
Socks	S2	S1	S1
Gloves	Y	N	N
Balaclava	Y*	N	N
Helmet skirt	N	N	N
Boots	B3	B1	B1
FHR	N	N	N

Note: * A Balaclava is not required when using a T3 helmet. The use of full-face helmets is strongly advised for all automobiles without a windscreen.

Races

PPE	National	Club	Testing
Suit	H3	H2	H2
Underwear	U2	U2	N
Helmet	T2 or T3 [#]	T1	T1
Socks	S2	S2	S1
Gloves	Y	Y	Y
Balaclava	Y	Y*	N
Helmet skirt	N	N	N
Boots	B2	B2	B2
FHR	R2	N	N

Note: * A Balaclava is not required when using a T3 helmet.
[#] All open cars require a full face helmet at national level. The use of full-face helmets is strongly advised for all automobiles without a windscreen.

Gravel Rally

PPE	National	Club	Testing
Suit	H3	H1	H1
Underwear	U2	U1+	N
Helmet	T2 or T3	T1	T1
Socks	S2	S1	S1
Gloves #	Y	Y	Y
Balaclava	Y*	N	N
Helmet skirt	N	N	N
Boots	B3	B1	B1
FHR	R2	N	N

Note: * A Balaclava is not required when using a T3 helmet.
The use of gloves is optional for co-driver.
+ Underwear optional when H3 suit used.

Tarmac Rally

PPE	Outright	Touring	Testing
Suit	H2	H1	H1
Underwear	U2	N	N
Helmet	T2 or T3	T1	T1
Socks	S2	S1	S1
Gloves	Y	N	N
Balaclava	Y	N	N
Helmet skirt	N	N	N
Boots	B2	B1	B1
FHR	R2	N	N

Note: The use of full-face helmets is strongly advised for all automobiles without a windscreen.

Off Road

PPE	National	State	Club	Testing
Suit	H2	H2	H2	H2
Underwear	N	N	N	N
Helmet	T2 or T3	T2 or T3	T1	T1
Socks	S2	S1	S1	S1
Gloves	Y	Y	Y	Y
Balaclava	N	N	Y*	Y
Helmet skirt	N	N	N	N
Boots	B1	B1	B1	B1
FHR	R2	R2	N	N

Note: * A Balaclava is not required when using a T3 helmet. The use of full-face helmets is strongly advised for all automobiles without a windscreen.

Karting

PPE	National	Club	Off Road	Testing
Suit	A2	A1	A1	A1
Underwear	N	N	N	N
Helmet #	T1 or K1	T1	T1	T1
Socks	S2	S1	S2	S1
Gloves	N	N	N	N
Balaclava	N	N	N	N
Helmet skirt	N	N	N	N
Boots	B2	B1	B2	B1
FHR	N	N	R1	N
Chest Protector	C1	N	N	N

Must be a full face helmet

Speedway

PPE	National	Club	Testing
Suit	H2	H2	H2
Underwear	U2	U2	U2
*Helmet	T3	#T1	#T1
Socks	S2	S2	S2
Gloves	Y	Y	Y
Balaclava	Y	Y	Y
Helmet skirt	N	N	N
Boots	B2	B2	B2
FHR	R2	R1	R1

Note: * Helmets to be no older than 5 years from date of manufacture. Onus on proof of compliance is on competitor.
Note: # Must be full face.

Drag Racing (For less than ET9.99, contact AASA for latest Requirements)

PPE	\$ET	< 7.99	8.00-9.99	>10.00
Suit		H4*	H3	H1
Underwear		U2	N	N
Helmet		T3&	T1	T1
Socks		S2	S2	S1
Gloves		Y	Y	N
Balaclava		Y	Y	N
Helmet skirt		Y	N	N
Boots		B4	B3	B1
FHR		R2	N	N

Note: * Front engine cars indicate a suit to the SFI 3.2A/20 standard, others SFI 3.2A/15
& Open Face may be used with a respirator.

Note: § Elapsed time over 400m, pro-rata for shorter tracks

Touring Events

PPE	National	Club	Testing
Suit	NA	*N	NA
Underwear	NA	N	NA
Helmet	NA	*N	NA
Socks	NA	*N	NA
Gloves	NA	N	NA
Balaclava	NA	N	NA
Helmet skirt	NA	N	NA
Boots	NA	*N	NA
FHR	NA	N	NA

* Where the event involves competitive activities, such as speed events, apparel requirements shall meet the minimum requirements for such event.

Extreme Events

PPE	National	Club	Testing
Suit	H1	NA	NA
Underwear	N	NA	NA
Helmet	T1	T1	T1
Socks	S1	NA	NA
Gloves	N	NA	NA
Balaclava	N	NA	NA
Helmet skirt	N	NA	NA
Boots	B1	NA	NA
FHR	N	NA	NA

Appendix 5 - Occupant Restraint Systems

For AASA sanctioned events V0.3

Background

Risk management principles follow a hierarchy of actions, designed to reduce or eliminate hazards to health and safety. High priority actions are always more effective in managing risk and must always be implemented where possible and practical to do so. Where a higher priority action is assessed as being impractical or further action is required, actions at a lower level must be implemented. The generally accepted hierarchy is:

- Eliminate: Don't do the activity (e.g. Stop Motor Sport altogether, don't race)
- Isolate: Separate people from the hazard (e.g. Remote controlled lights, not flags)
- Substitute: Find a safer alternative to the hazard (e.g. ceramic brake pads, not asbestos)
- Engineer: Make things safer (e.g. safety harnesses, safety cages, fuel bladders)
- Administrative: Write rules to be followed (e.g. nobody on pit wall at starts)
- Personal Protective Equipment PPE: last line of protection (e.g. Helmets, apparel)

As can be seen from the above, occupant restraint systems (Safety Belts, Harnesses) represent the fourth line of protection when higher-level risk management actions have been implemented. Engineering requirements are those generally aimed at the automobile, and represent the primary risk management interaction with those responsible for the construction and preparation of a competition automobile.

Hazards

We must assess the protection offered by occupant restraint systems. Such systems offer protection against the following hazards.

- Occupants striking the interior surfaces and fittings of the automobile in a frontal collision.
- Occupants striking the upper interior surfaces and fittings of the automobile in a rollover.
- Occupants being wholly ejected from the automobile and striking the ground or other objects at speed.
- Occupants being partially ejected from the automobile and crushed in a rollover.
- Occupants being partially ejected from the automobile and striking external objects.
- Occupants not properly restrained in normal competition causing loss of control.

Restraint systems can also introduce or exaggerate hazards under certain circumstances. These must also be taken into consideration when deciding on the appropriate levels of protection required for a particular activity.

What are the hazards that can be introduced or exaggerated by the use of occupant restraint systems?

- Occupant entrapment in automobile due to a failure of release mechanisms
- Bruising and injury from impact against restraint.
- Restriction of movement to shoulder and neck leading to a reduced field of vision
- Breathing restrictions
- Competitive disadvantage in driver change situations.
- Financial viability of events due to cost of restraint equipment.

Types of Restraint

Level 1 – No Restraint

No restraint required. This may be appropriate for the following situations:

- Low speed events in which the likelihood of collision and rollover incidents is remote, and where the wearing of a restraint may affect the driver's ability to control the automobile.
- Karts and other lightweight automobiles without crushable structures and rollover protection where the occupant is less likely to sustain injury by being thrown clear in an incident.
- Automobiles of historical significance where the structure or nature of the automobile would render the fitment of occupant restraint systems impractical without modification that would seriously affect their historical significance. This exemption will be recorded in the AASA Passport.

Level 2 – Two strap lap belt

A two-strap belt that couples in the centre and passes over the occupants hips. Such a restraint may be appropriate for:

- Low speed events in which the likelihood of collision and high speed rollover incidents is remote, and where the wearing of a more complex restraint may affect the driver's ability to control the automobile.
- Automobiles of historical significance where the structure or nature of the automobile would render the fitment of more complex systems incorporating upper body restraint impractical without modification that would seriously affect their historical significance. This exemption will be recorded in the AASA Passport.

Level 3 – Lap-sash belt

A lap sash safety belt is composed of a single strap mounted to the automobile at one end below the driver's hips on one side, and at the other end to a point at shoulder height on the same side. It is attached in use via a sliding detachable buckle to a second strap or semi rigid stalk. This is mounted to the automobile at the occupant's hips on the other side. This effectively forms a lap belt with additional diagonal restraint across the occupant's chest. Such a harness may incorporate an automatic retraction and locking system to enable the harness to adapt to occupants of varying size and seat location. A lap-sash belt is the standard requirement for all front seat occupants in automobiles operating on public roads. As such, the use of such belts should be regarded as the minimum acceptable in all competition events meeting the definition of "Road Level Risk".

Level 4 – Four-strap harness

A four-strap harness has four straps in contact with the occupant's body. Two of these straps pass over the occupant's hips to form a lap belt whilst a strap over each shoulder extends down to the lap-belt section providing upper body restraint. The shoulder straps may be separate straps that attach to a 4-way buckle assembly, or may be permanently attached to the relevant lap belts by the harness manufacturer. A four-strap harness provides improved restraint capabilities in forward and rollover impacts compared to a Lap-sash belt. It also provides a significant increase in the ability of the restraint to minimise lateral movement in the event of a side impact.

A four-strap harness is the minimum requirement for all competition that exposes the occupants to greater than Road Level Risk. This includes the following:

- Circuit races
- Tarmac rallies
- Gravel rallies with Special Stage sections
- Off Road Events
- Speedway and Superspeedway events.

A four-strap harness is not acceptable in automobiles with recumbent occupant seating however.

Level 5 – Five-strap harness

A five-strap harness is created when a crotch belt is added to what is otherwise a four-strap harness. Contrary to popular belief, this fifth belt is not intended to prevent “submarining” by restraining the occupant at the crotch area in the same manner as the shoulder straps bear on the shoulder. Rather, it is designed to hold the buckle in place low on the body by reacting against the forces applied by the shoulder straps. The primary restraint is always through the lap and shoulder straps.

A five-strap harness can be used whenever a four-strap harness is specified. A five strap harnesses must be used whenever the mounting points for the lap belt cannot meet the requirements shown in Drawing RS-8. This is particularly important when the occupant’s seat is in a more reclined position.

Level 6 – Six-strap harness

A six-strap harness utilises two separate crotch straps in place of the single strap used with a five-strap harness. This type of harness is indicated whenever the occupant is seated in a significantly reclined/recumbent position, but may also provide a benefit in a Touring Car scenario. With a recumbent driver, the lower two crotch belts are designed to be passed under the driver’s legs, and mount to the chassis in an area close to the hips. This mounting point is often co-located with the main lap belt mountings. These straps assist in preventing forward motion whilst also assisting to maintain the buckle’s location against shoulder strap tension. Such harnesses should be used with an appropriate supporting seat structure.

In a Touring Car (Saloon) situation, the two straps must pass through the seat between the driver’s legs, and be mounted slightly behind that area. The two straps should be mounted well apart to help pull the belts away from the genital area.

General

Strap width

The use of 75mm wide straps on any restraint system is highly recommended. The wider straps spread the loads over a larger area of the skeletal structure, reducing the likelihood of injury. All SFI and FIA spec harnesses utilise 75mm straps for the primary harness. Harnesses designed for use with certain types of head restraint utilise narrower 50mm shoulder straps. Such harnesses are marked accordingly and must only be used in conjunction with the appropriate head restraint.

Strap length

Harness straps should be kept as short as possible. In spite of the theory that a certain amount of stretch in a harness is good, the occupant is far better protected by being held rigidly by the harness whilst allowing the crushing of the automobile to reduce the overall acceleration. A loose belt will mean that the occupant will travel at undiminished speed in the initial stage of the collision, whilst the automobile slows down. The

occupant then suffers a double impact: first with the harness straps, and then the remainder of the impact as the automobile reduces speed.

Short straps assist with keeping the belts tight. Short shoulder straps also provide better protection in lateral and rollover situations where the occupant has a tendency to rise, or move sideways, during the impact.

Supplementary Straps

Harnesses with two straps over each shoulder have been developed for use with certain types of Frontal Head Restraint. The primary strap passes under the device whilst the other passes over, and restrains the device. As the upper straps do not contact the body, they are not considered as additional straps for the purposes of identification. Mounting of the shoulder straps with such designs shall be in accordance with the instructions supplied by the harness manufacturer.

Mounting of restraint systems

Mounting of each restraint system should be in accordance with any guidelines/instructions supplied by the harness manufacturer.

In any case, mountings should be to a substantial section of the automobile. The forces involved in a serious impact are substantial, with shoulder/lap straps being forced to bear in excess of 800kgF each. By default, the shoulder straps should be attached to the safety cage, where such is fitted. Owners of road cars that will see substantial track time should consider fitting a demountable harness bar close behind the front seats. This will enable the use of a Level 4 harness. Child restraint anchorages on the rear parcel shelf are almost certainly not strong enough.

Note: whilst competition harnesses are very strong, they do not comply with the ADR requirements for road use. If you use your competition automobile on the road, the OE lap/sash belt must be retained and used for all open road sections.

Where lap and crotch strap mountings are made onto unreinforced areas of the floorpan, 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.

Where eyebolts are used, they must be aligned so the hole is perpendicular to the path of the strap. The eyebolts must be screwed home onto the surface of the mount. Crushable washers (copper, aluminium) should be used under the head to obtain correct alignment. Leaving a gap under the head of an eyebolt can reduce its strength by 50%. The locks of snap-in strap mounts must be secured with split pins through the holes provided to prevent accidental release.

Where mounting plates are bolted to the mounting point, care must be taken to ensure that the strap is not pinched. Utilise a spacer of sufficient height to clear the strap. Mounting bolts should be minimum of Grade 8.8 (Grade 8 imperial), 10mm minimum diameter in single shear or 8mm in double shear. It is desirable that the mounting plate bears on the shank of the bolt, not the thread.

Application

Hierarchy

In the event of a conflict, each requirement specified in Event and Series Regulations shall take priority over the general requirements of the present Appendix.

Minimum Restraint Level

Event/Group	National	Club	Testing
Touring Events%	3	3	3
Motorkhana	2	2	2
Trials	2	2	2
Extreme Events	3	3	3
Karting	1	1	1
Speed Events and Solo Drifting	4	3	3
Drift Battles	5	4	4
Races	5/6*	4/6*	4/6*
Gravel Rally	5	4	4
Tarmac Rally	5	4	5
Off Road	5	5	5
Speedway	5	5	5
Drag Racing	5/6*	4/6*	4/6*

Note: % Or as otherwise required by statutory authorities
 * Formula cars and others with recumbent driving position require a Level 6 six-strap harness

AASA Flags & Other Signals Regulations – Appendix 8

For AASA sanctioned events V0.2

Background

Flags and lights are used to communicate simple messages to participants during the course of an event.

General Policy

In the interests of international consistency, AASA requires flags to be of the following sizes:

- a) The red and chequered flags shall be a minimum of 800mm x 1000mm;
- b) All other flags shall be a minimum of 600mm x 800mm; however
- c) Karting flags are required to be a minimum of 500mm x 500mm.

All personnel should be conversant with the following flags and other signals and a description should be reiterated at all briefings prior to the Meeting.

Where light signals are used during an event, it should be specified in both the event supplementary regulations, and reiterated at both the officials' and drivers' briefings.

1. Flags

1.1. National Flag:

Shall be used for the start of a race when lights are not being used. The start shall be signalled by raising the flag above the starters head for a period of 3 to 5 seconds before being lowered to signal the start of the race.

If the event regulations so specify a different flag may be used to start the race.

1.2. Blue Flag – waved:

During practice and qualifying – indicates to a driver that a faster car is about to overtake and pass you – let them past.

During a race – indicates to a driver that you are about to be lapped by another car and your must let them pass when safe to do so.

1.3. Blue Flag – stationary:

Indicates to drivers leaving Pit Lane exit that a car is approaching on the race track.

1.4. Yellow Flag:

Indicates danger ahead

1.5. Single Waved Yellow:

Slow down and be prepared to avoid a hazard on or near the track edge, overtaking is not permitted until you have passed the green flag past the incident.

1.6. Double Waved Yellow:

Slow down significantly and be prepared to avoid a hazard which maybe blocking the track. Drivers must be prepared to stop if necessary. This signal will be shown at the point immediately before the hazard. The flag point proceeding the point with the waved yellow flag or flags will display a single

motionless yellow flag. Overtaking is not permitted in the area from the first yellow flag to the green flag point after the hazard.

1.7. Yellow Flag with Red Stripes:

Displayed motionless indicates to drivers that there is a deterioration to the racing surface beyond the flag point due to some foreign substance, e.g. oil, water or dirt on the track.

1.8. White Flag – waved:

Indicates that there is a much slower moving vehicle on the track in the next flag section beyond that flag point.

1.9. Green – waved:

Indicates to drivers that they have passed through the section/s of track controlled by yellow flags and that normal racing and overtaking can now commence. This flag is also used at the control line to signify the start of practice, qualifying or warm up lap.

1.10. Red Flag – waved:

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.

1.11. Black Flag – motionless:

Used to indicate to the driver whose number is shown must stop at the control line in Pit Lane on the next lap. The flag will not be displayed to a particular driver for more than four laps.

The instruction for the use of this flag will be made by Race Control. The pit crew will be advised of the reason for the flag.

1.12. Black with 40cm Orange Disk – motionless:

Used to inform the driver whose number is displayed with the flag that the car has a mechanical problem likely to cause danger to himself or others and that the car must return to the pit on the next lap.

If the problem is rectified the scrutineers may permit the vehicle to rejoin the race.

1.13. Black and white diagonal – motionless:

This flag is used to indicate that the driver concerned has been identified as driving in an un-sportsman like manner and the Clerk of Course may take further action if the behaviour continues.

1.14. Black and white checkered – waved:

Signifies the end of race or session – drivers must cease racing and slow down after crossing the control line when the flag is waved and proceed to their pit or paddock area or follow the directions of race officials.

1.15. Red & White Checkered

KARTING: This flag signifies a false start and must be displayed prior to completion of the first lap. Drivers should return to the pits.

1.16. Blue with Red Dual Diagonal Stripes

KARTING: Displayed with a board showing the relevant kart no. to a driver who is about to be or has been overlapped. Drivers should cease racing and return to the in-grid. As approaching the exit, the driver should raise a hand to signal that they are exiting the circuit.

1.17. Green with Yellow Chevron

KARTING: Signifies a restart, prior to the completion of the first lap. When this is displayed, the drivers should reform on track.

1.18. Other signals:

A portable fire extinguisher may be shown to a driver to indicate that their vehicle appears to be on fire.

2. Light signals

May be used to supplement or replace flag signals and should be configured to correspond with AASA flag signals, i.e. flashing = waved, steady = motionless, two flashing = double waved; one flashing – single waved.

Colours = red, green, yellow, white, blue.

- 2.1. Start light – used to start races are to be used in the following manner
- 2.2. Red light on – cars must remain stationary – prepared to start racing in 3 – 5 seconds time
- 2.3. Red light out – start racing
- 2.4. Green light on – racing has started
- 2.5. Yellow flashing light on – delay start, remain stationary, switch off engine, red light will remain on.

3. Signal Boards

At the start of a race signal boards may well be used by start officials to indicate the approximate time to the race start. These will be back numbers on a yellow background held aloft by the Starter and in any case a 30 second board shall be displayed to indicate that the field is under Starter's orders and no other car may join the starting grid unless authorised by the Clerk of Course.

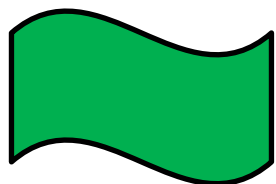
- 3.1. Delay start board shall be used by the Starter to indicate an aborted start.
- 3.2. Tail lamps on – displayed at the Control line by the Starter shall require racing vehicles to switch on tail lamps.
- 3.3. Number Boards – shall be used in conjunction with the black flag, black & orange disk flag and black and white diagonal flag. These numbers shall be white on black background and shall be visible at 70 metres.
- 3.4. Safety Car Board – when the safety car is deployed to the track during a race each flag point shall display a single motionless yellow flag and an 'SC' Board until the intervention period is over.

When the safety car period is over the Clerk of Course will instruct the safety car to switch off its flashing lights and return to Pit Lane at the end of that lap. When the safety car enters Pit entry road the SC Boards and yellow flags will be withdrawn at each flag point. As the lead race vehicle approaches the control line a green flag will be shown to the field to signal a restart. Each flag point will then show a green flag. Green flags will be withdrawn after one lap. Cars shall not overtake until they have crossed the control line where the green restart signal has been shown.

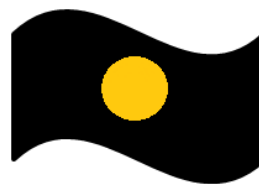
4. Other Communication Methods

Where other communication methods are to be used, such as in Tarmac Rallies, these shall be specified in the discipline Standing Regulations or the event Supplementary Regulations.

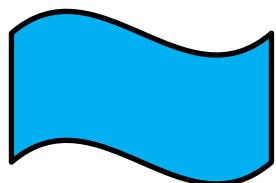
5. Images of Flags



Green
All Clear Ahead



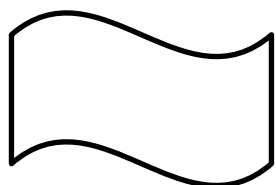
Black with Orange Disc
Mechanical issues. Stop at Pit Lane on next pass



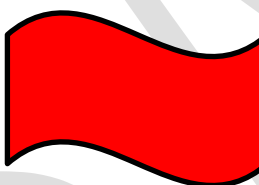
Blue
Overtaking



Yellow and Red Stripes
Slippery surface ahead



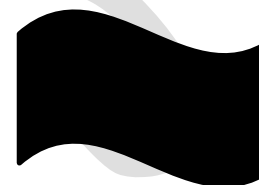
White
Service vehicle or slow moving vehicle on track



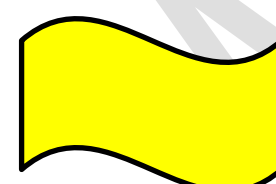
Red
Indicates the event is stopping



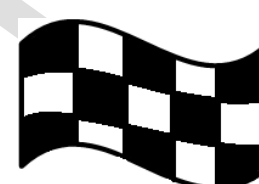
Black & White Diagonal
Warning flag for drivers who behave in an unsportsmanlike manner



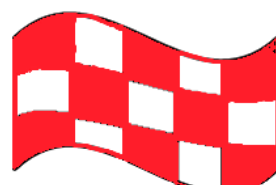
Black
Enter Pit Lane on next lap



Yellow
Danger ahead. Drivers should slow down and be prepared to avoid incidents



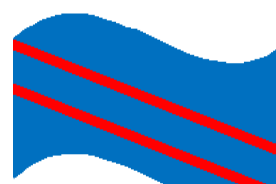
Black & White Chequered
Finishing flag: end of event



Karting: Red & White Chequered
Danger ahead. Drivers should slow down and be prepared to avoid incidents



Karting: Green with Yellow Chevron
Restart flag: Reform on Track



Karting: Blue with Red Diagonal
Displayed with board showing kart no. to competitors who are about to be or have been overlapped.

AASA Media Policy – Appendix 8

For AASA sanctioned events V1.0

Background

The presence of Media, in the form of radio and TV reporters, photographers, broadcasters and journalists is an essential part of modern Motorsport. Professional level motorsport relies almost in its entirety on advertising sponsorship and the greater the exposure of the products to the public, the greater the return on investment. Amateur motorsport also benefits from Media coverage. Whilst most amateur teams are largely self-funded, consequential business exposure can generate income or at least reduce expenditure.

Currently, there is increasing public scrutiny of motorsport, and the automobile in general, with regard to its impact on society and the environment. Organisers and Sanctioning Bodies can benefit greatly from positive Media coverage by being able to portray the sport as an organised pastime for responsible people. This can greatly assist in counteracting the damage done by ill-informed Media reports on backstreet burnouts and illegal street drags.

By providing the Media with access to the sport from angles not generally available to the public, the AASA and organisers can provide a strong incentive for the Media to attend sanctioned events and thus provide positive coverage. Further, by developing a strong relationship with the Media the AASA can also better manage the coverage of critical incidents.

The present document provides a policy statement by the AASA on the attendance and treatment of Media at AASA Sanctioned motorsport events.

Hazards

The AASA wishes to ensure that the Media have appropriate access to areas not available to the public. It is also generally desirable that Media have access to competitors and appropriate team personnel. However, such access carries with it an exposure to greater risks. Whilst the Media generally accept an elevated level of risk as being an occupational hazard, unfettered access may also expose competitors, team members and officials to increased risk on top of the risk to Media personnel themselves. Amongst these hazards are the following:

- Media personnel and/or their equipment are struck by a competing automobile.
- Media personnel come into conflict with stressed or angry competitors.
- Media personnel are struck by objects emanating from a competing automobile.
- Media personnel interfere with the duties of an Event Official.
- Media operations create a distraction to driver/co-driver of a competition automobile.
- Media personnel interfere with the duties of a team member.
- Media personnel interfere with team operations.
- Media personnel cause distraction or offence to spectators.
- Media publish content that may prejudice official inquiries.
- Media publish content that may bring the sport into disrepute.

The above list is neither exhaustive nor extensive.

General Policy

The general policy of the AASA is that persons wishing to perform operations on behalf of a Media Organisation of any kind must remain in defined spectator access areas at each event, unless they are specifically accredited by the AASA and authorised by the Event Organiser.

Media Operations

The AASA regards the following as Media Operations

- Still photography
- Video photography (direct or via Remote Piloted Aircraft)
- Sound recording
- Sketching and drawing
- Interviews for future published works
- Radio/TV/Commentary interviews for immediate or future broadcast
- Setting up and maintaining media related on-site equipment during the course of each Event.
- Setting up and maintaining media related equipment attached to automobiles during the course of each Event.

General Risk Management Protocols for Media

- Always wear the AASA Hi-Vis Media tabard whilst conducting Media Operations.
- Obey each instruction issued to you by an Event Official.
- Attend all Media Briefings as may be required or advised.
- Register your daily attendance with the Event Organisers (use the Sign-on sheet, if provided).
- Position yourself in such a place so that you do not need to move into or through a possible automobile trajectory to record media.
- Assess the likelihood of dust, fog and rain on your operations, and those of the automobiles.
- Be aware of gravel, mud and water being thrown up by passing automobiles.
- Ensure you are suitably attired for the likely weather conditions.
- Ensure you have adequate food and water when operating in remote areas.
- Carry a form of communication and a basic first aid kit when operating in remote areas.
- Ensure your equipment, such as remote cameras; microphones, and RPA cannot be struck by competition or official automobiles, nor cause distraction to competitors.
- Do not interview drivers/co-drivers within 60 seconds of the start of the stage, or entry to the track. They need time to ready their thoughts and do last-minute checks.
- Do not approach nor attempt to contact trackside Officials during the course of the Event, nor interfere with their duties.
- Do not approach competitors immediately after they exit from their automobile. Approach appropriate team members first if possible, or wait for the competitor to signal that they are ready for an interview.
- Do not sit or rest on any barrier, as these can be moved in a collision.
- Remain standing at all times whilst conducting operations, unless behind two lines of protection.
- Always work with an observer when conducting video/TV interview operations in any area where there are likely to be multiple moving cars, such as a pit lane or service area.

- Do not use flash photography or video lighting when recording automobiles in competition unless specifically authorised in writing by the Clerk of Course. Ensure that automatic flash systems are turned off as dull days or heavy tree canopies may cause them to trigger.

Specific advice for Events

Circuit Races

Where a motorsport event is held in closed environs such as racetracks, Media personnel shall heed the following:

- Always stay behind the first line of protection.
- Do not lean over barriers, nor project your arms or equipment beyond the first line of defence.
- Ensure that equipment cords and lines are secure and do not present a trip hazard
- Be aware that your presence may interrupt spectators' line of sight, and minimise this.
- Do not interfere with any Official's line of sight.
- Do not attempt to signal drivers, nor wear apparel that may be confused with a flag signal.
- Ensure that equipment mounted on automobiles is secure, and that media is retrieved in accordance with team instructions.
- When operating in Pit Lane during an event where refuelling is to occur, wear flame resistant apparel and fully enclosed shoes, and tie back long hair.

Rally Events held on Closed Public Roads

The AASA recognises that the close regulation of Media Operation along the course of a closed road section is impractical. Nevertheless, the AASA provides the following advice:

- Ensure that you are in position along the stage prior to the Orange Car.
- Once the Orange Car has passed, do not cross or walk on the road, nor significantly change your position until the Stage is finished and closed by the Red car
- Utilise natural or artificial barriers for protection.
- Ensure your operations do not distract competing crews.
- Ensure that remote microphones and such like are well secured.
- Ensure your operations do not unnecessarily interfere with Spectators viewing

Extreme Events

Extreme Events such as burnouts can draw significant crowds. When operating between the first line of protection and the Spectator area, the following conditions shall be met:

- Always wear eye protection. A helmet is strongly advised
- Be mindful of the generation of smoke and noise. You are encouraged to wear appropriate hearing and respiratory PPE.
- Be aware of the possibility of flying objects from tyre disintegration. The wearing of a helmet, stout clothing and protective footwear is strongly encouraged.

Off Road Events

With circuits of up to 100km or more in length, it is impossible for Event Officials to monitor the safety of Media personnel at each point. The AASA offers the following guidelines:

- Always register your attendance with Event Organisers for each day that you intend to be present.
- Consult with the Clerk of Course about the most appropriate locations for Media operations. Comply with his or her instructions.

- Be aware that many events are held on private land. Ensure that you do not commit trespass.
- Stay within line of sight of Event Officials, such as recovery crews.
- Take advantage of natural protective features, such as trees or earth mounds and stay away from the likely trajectory of out of control automobiles.
- Be aware that in heavy dust the reduced visibility can mean that competition cars may inadvertently stray well away from the marked course.
- Stay within areas of mobile phone coverage if possible.
- Do not enter onto the marked course until you directly informed that it is safe to do so by Event Officials.
- When gaining access from public roads, ensure that your vehicle is parked in a visible location well off the road proper.
- If you are close to an incident, your first duty is to preserve your own safety. Try to contact Event Officials. Any following competition crews will be best placed to render assistance. Do not become an unnecessary casualty.
- Try to stay five seconds off the track in open areas. Remember that at top speed a front running buggy will travel 70m in one second.

Speedway

The requirements for Speedway events are generally similar to those at circuit races. However, Speedway also utilises the infield. When performing Media Operations in the infield, the Media need to pay due attention to the requirement to remain within the safer areas

Requirements for gaining AASA Accreditation

Each person who seeks accreditation from the AASA to conduct Media operations at a motorsport event shall complete and lodge the application form (Appendix 10A), or complete the on-line application at www.aasa.com.au. In either case, the application must be received by the AASA ten business days prior to the event. The cost of the initial application includes the issue of a AASA Media tabard. Renewals generally do not include the issue of a new Tabard unless requested.

AASA Accreditation

Once the AASA has received the above information, it will assess the person's application. The AASA reserves the right to accept or reject any application without providing reasons. If approved, the AASA shall provide the applicant with a written accreditation and Card. Each accreditation shall expire after a 12-month period.

Organiser's Authorisation

Before attending each event at which they intend to conduct Media operations, the holder of the AASA Accreditation must contact the Event Organiser and obtain their permission prior to the commencement of the Event. (See Appendix 10B for a sample document). Media personnel must register their attendance with Event Organisers in such manner as is prescribed by the Organiser.

Guidelines for Event Organisers

Event Organisers have the right to reject each or any request to conduct Media Operations at events under their control, regardless of whether or not the person holds AASA accreditation.

The organisers of events held under AASA sanction must generally not approve applications from persons who have not been accredited by the AASA. The procedure for AASA accreditation is not onerous, but ensures that the person is familiar with the conditions imposed by the AASA on media personnel.

The AASA may issue the Event Organiser with a number of Media tabards. The Organiser may issue such a tabard, on a temporary basis, to each person who, in his or her opinion, is representing a bona-fide Media Organisation. Prior to the issue of a temporary Media tabard, the Organiser shall receive, in writing, a signed AASA Media Accreditation Application (Appendix 10A). The Organiser shall keep the application for the duration of the Event, and return it to the AASA at the completion of the event.

Where Media Operations are authorised by the Organisers, the Organisers must provide a briefing to Media personnel. It is recommended that, where Media Operations may affect competitors, such as approved flash photography or RPA (Drone) operations, a relevant adjunct be made at the Drivers and/or Team Managers Briefings.

Supplementary Documents

Appendix 10A – Application for AASA Accreditation to conduct Media Operations

Appendix 10B – Pro-Forma document for Organisers Approval of Media Operations

AASA

AASA RPA (Drones) Policy Appendix 11

For AASA sanctioned events V1.0

Background

The recent availability of affordable Remote Piloted Aircraft (RPA) or drones capable of capturing images and video has brought many benefits to the sport of automobilism. It allows the capture of events from viewpoints that have been largely been inaccessible in previous years. Nonetheless, the use of RPA poses hazards to competitors, officials and spectators.

The piloting and use of RPA is regulated by the **Civil Aviation Safety Regulations Part 101**. These regulations impose various restrictions on their operation and all users are bound by these regulations. There are significant penalties in place for breaches of these Regulations.

The present document provides a policy statement by the AASA on the specific use of RPA at AASA Sanctioned motorsport events that is supplementary to the **CASR**.

Hazards

The AASA has assessed that the use of RPA presents hazards to spectators, competitors and officials. Amongst these hazards are the following:

- RPA strikes or is struck by a competing automobile
- RPA strikes or is struck by a spectator or official automobile
- RPA strikes an Event Official
- RPA strikes a crew member or spectator
- RPA operation creates a distraction to driver or rider of a competition automobile
- RPA causes injury to its operator during launch, recovery or maintenance operations
- RPA operator can be injured by automobiles, officials, crew members whilst concentrating on operation of the RPA
- RPA operator causes distraction or offence to spectators.

The above list is neither exhaustive nor extensive.

General Policy

The general policy of the AASA is that the use of RPA by any person is prohibited at all events unless the Operator is specifically authorised in writing by the AASA and Event Organiser.

Events held at Circuits or other closed environs

Where a motorsport event is held in closed environs such as racetracks, event organisers should take reasonable precautions against the use of unauthorised RPA (Drones) within that space, including operations controlled from outside of the perimeter boundaries. Unsafe operations, including over sporting areas or public gatherings are prohibited by law and such operations should always be reported to CASA.

Entry Notice

At each entrance to the event, the event promotor shall cause signs to be prominently placed with the following wording.

“THE USE OF DRONES IS PROHIBITED.

It is a condition of entry that each person agrees not to operate a Remote Piloted Aircraft (including a drone, quadricopter etc) within the confines of the event precinct without first obtaining written authorisation from the Event Organiser.”

Boundary Notifications

It is suggested that Event Organisers cause signs to be placed at intervals on boundary fences, particularly where visual access to the event may be possible. It is suggested that the following text be used on the signs:

“The use of Remote Piloted Aircraft (Drones) is regulated by the Civil Aviation Safety Regulations (Part 101). The unauthorised use of RPA over Sporting Events or Public Gatherings may lead to penalties up to \$9000. All unauthorised RPA operation over this venue will be reported to CASA.”

Events held on Closed Public Roads

The AASA recognises that the close regulation of drone operation along the course of a closed road section is impractical. Nevertheless, the AASA holds that all drone operations, other than those authorised in writing by Event Organisers and the ASAA, present a hazard to competing crews and officials. The unsafe operation of RPA is an offence under the ***Civil Aviation Safety Regulations (Part 101)***. Event Organisers are strongly encouraged to report all unauthorised Drone operations that are detected to CASA.

It is suggested that Boundary Notification signs as per the above be placed at road closure points, boundary fences where public access may be expected, and in the assembly areas. Road closure officials should be briefed on notifications procedures.

Events held on private property

Events held on private property, such as Off Road events should be treated the same as for circuit events. The property owner/leaseholder has some additional rights to fly an RPA without requiring permission from the AASA or Event Organiser, but must comply with all standard operating requirements as defined under ***Advisory Circular AC101-10***.

Requirements for gaining AASA Authorisation

All RPA operations at motorsport events sanctioned by the AASA will be deemed as Commercial Operations. As a general principle, only the use of very small (less than 2.0kg) RPA will be approved.

Each person who seeks authorisation from the AASA to conduct RPA operations at a motorsport event shall provide to the AASA the following information:

- Their Aviation Reference Number (ARN) issued by CASA
- A receipt of their notification to CASA for conducting very small RPA Commercial Operations
- A completed Risk Assessment of their operations specific to each type of event at which they intend to undertake RPA operations.
- A copy of their RPA Operators Certificate (ReOC), if held.

AASA Authorisation

Once the AASA has received the above information, it will assess the person's application. The AASA reserves the right to accept or reject any application without providing reasons. If approved, the AASA shall provide the applicant with a written authorisation and Card. Each authorisation shall expire after a 12-month period. (See Appendix 11A for Application Form)

Holders of AASA authorisation, but who do not hold a ReOC shall comply with the Standard Operating Conditions (SOC) as defined under **Advisory Circular AC101-10**. Holders of AASA authorisation who also hold a ReOC shall comply with the terms of their Operators Certificate.

Organiser's Authorisation

Before attending each event at which they intend to conduct RPA operations, the holder of the AASA Authorisation must contact the Event Organiser and obtain their written permission prior to the commencement of the Event. (See Appendix 11B for a sample document)

Guidelines for Event Organisers

Event Organisers have the right to reject each or any request to conduct RPA Operations at events under their control, regardless of whether or not the person holds AASA or CASA authorisation.

The organisers of events held under AASA sanction must not approve applications from persons who have not been authorised by the AASA. The procedure for AASA authorisation is not onerous, but ensures that the operator has met the basic requirements and is familiar with the conditions imposed by the AASA and the **CASR** for the safe use of RPA.

Once approved, the Event Organiser shall issue an authority in writing to the RPA Operator (Pro-Forma document attached). This shall contain the Operator's Name, their AASA Approval number, and details of any additional restrictions with which the operator is required to comply, if any.

Where RPA Operations are authorised by the Event Organisers, the Organisers must provide a briefing to both the RPA Operator and competitors. These briefings may form part of the relevant Driver's or Media Briefings. In the Driver's Briefing, competitors must be informed of the location and nature of each RPA operation that they may observe. This will reduce the likelihood of distraction due to the presence of the RPA causing an incident.

Handling unauthorised RPA Operations.

Event officials should be briefed on any authorised RPA Operations. If event officials detect an RPA being operated within the event precincts that they have reason to believe is not authorised, the following steps should be taken:

- They should note the time, location and any details of the aircraft, such as its colour and any markings.
- If the operator is visible, it is recommended that they be photographed or videoed using a mobile phone or similar.
- DO NOT approach the RPA Operator whilst they are flying the aircraft, as this may cause them to lose control and create a dangerous situation. Event officials should only approach RPA operators when the craft is back on the ground.
- Ask the Operator for a copy of their approval from the Event Organiser.
- If no authorisation is provided, the person should be cautioned against further use of the drone.

- Repeated breaches should be dealt with promptly, but again, do not approach the operator whilst they are flying. It is suggested that a repeat offender be removed from the event precinct using normal protocol for such actions.
- If the operator is not within the confines of the event boundaries, event officials should photograph/video the operator if possible. Details such as vehicle registration numbers should be noted to assist with any subsequent CAS prosecution.
- If it is possible to access and approach an operator outside of the event boundaries, they should be cautioned that their operation might be in breach of Civil Aviation Safety Regulations. They should be asked to refrain from further operation. Any repeated breaches should be reported to CASA as detailed in a following section.

Cautions

The AASA provides the following cautions:

- Never approach an operator whilst they are flying the Drone
- Do not attempt to confiscate private property.
- Do not attempt to damage or “take down” unauthorised Drones
- Record details when possible to aid future prosecutions

Reporting Breaches of Drone Operation

CASA takes breaches of RPA regulations seriously. It has developed an on-line form for reporting inappropriate or dangerous drone operation. Event Organisers should familiarise themselves with the procedure. It is suggested that Organisers manage the lodgement of the complaint rather than leave it to an individual official, such as a road closure marshall. The address of the complaint form is:

<https://www.casa.gov.au/webform/unsafe-drone-operations-complaint-form>

A search under “CASA Unsafe Drone Operation” will quickly find this link. Evidence will be required to be submitted, and the more comprehensive/accurate the evidence the greater chance that a prosecution will be successful.

- Date, Time and Location of observed operation
- Details of the RPA (Helicopter, multi-rotor, aircraft, balloon?)
- Details of operation, such as over crowds or over the track or course
- Whether the operator was in line of sight of the drone
- Details of the operator (physical description, apparel)
- What, if any, warnings/cautions were issued to the operator
- Location of Operator (Trackside, Off-Site etc.)

Supplementary Documents

Appendix 11A – Application for AASA Authorisation to permit RPA Operations

Appendix 11B – Pro-Forma document for Organisers Approval of RPA Operations

AASA Medical Services Policy – Appendix 13

For AASA sanctioned events V0.4

Background

Motor sport events pose an inherent risk of injury to the participants, officials, spectators and other attendees at an event. Notwithstanding the most stringent safety measures, there is a need for planning for incidents that require the need of the presence of qualified medical personnel at motor sport events. The aim of the AASA Medical Services Policy is to provide a comprehensive and coordinated response for a person or persons requiring medical services at a AASA Sanctioned Event in an appropriate time frame.

General Policy

The Medical Response Plan for each event should be tailored to the level of risk, approximate number of participants and/or spectators, and the availability of civil medical services. Special attention should be given to events which take place on public or private closed roads such as rallies and off-road racing events, or events held in or through remote areas.

Medical Officials

The Chief Medical Officer (CMO) shall be a registered medical practitioner overseeing a team of medical personnel, and is answerable to the Clerk of Course. At lower risk events this role may not be required, and the duties may be overseen by the Clerk of Course or an AASA approved Professional Officer. For a more comprehensive description of the duties of the CMO, please refer to the AASA Event Operations Manual, section 1.25.

A Professional Officer must be a Paramedic or Registered Nurse, approved by AASA and holding a valid AASA Officials Licence. The Professional Officer may assume the duties of a Chief Medical Officer at lower risk events. They cannot act as the CMO at Tarmac Rallies or Off Road Racing events of a State level or higher.

Other medical personnel include medical officers, paramedics, ambulance officers, nurses, patient transporters, and first aid personnel, who are all directed by the CMO. Their role is to treat all persons requiring medical attention, and report details of such to the CMO.

Level 1 Practitioner: A person who:

- Holds registration as a Registered Nurse through the Australian Health Practitioners Registration Authority AHPRA
- Holds a Certificate in Ambulance Studies*, Diploma of Paramedical Sciences* , or a Bachelor of Health Sciences (Paramedicine)* and is trained and authorised to provide advanced care (IV Cannulation, fluids, pain relief etc).
- (AHPRA will commence registering paramedics in 2018 and from that date, a person who is Registered as a Paramedic shall be incorporated into this definition and the the second dot point of this section shall cease to have effect.

Level 2 Practitioner: A Person who:

- Holds a Division 2 Nurses Registration, or who is an Enrolled Nurse; or
- Holds a Certificate III in Non Emergency Patient Transport*; or

- Holds a Certificate IV in Health Care (Ambulance) or equivalent;
- Would otherwise be classed as a 1st level provider but is not authorised to provide advanced care (IV Cannulation, fluids, pain relief etc).

Level 3 Practitioner: A person who:

- Holds a Certificate II in Emergency Medical Services (First Response); or
- Holds HLTAID006 Provide advanced first aid, and HLTAID007 Provide advanced resuscitation. (HLTAID007 must be current within 12 months)

Level 4 Practitioner: A person who:

- Holds HLTAID003 (or equivalent) and HLTAID001 (current within 12 months)

*or equivalent

Other Terminology

Medical Centre – A Medical Centre must provide facilities sufficient for Advanced Life Support procedures, or, for lower risk events, for Basic Life Support procedures. This may be a permanent building or a temporary structure or a mobile facility such as a truck or enclosed trailer provided that it is appropriately equipped for the medical requirements of the event.

Basic Medical Centre – A First Aid room

PTV – Patient transport vehicle. Must be manned by at least two medical personnel, one of whom must be, at minimum, a Level 1 Practitioner.




Ambulance – An Emergency Ambulance or vehicle with Standby Accreditation in accordance with the Non Emergency Patient Transport Act or equivalent.

Medical Response Plan – a document prepared for a specific event, which details the medical equipment and personnel which will be available, and may address the responses required for incidents which may occur.

Medical Response Checklist – a series of questions asked by AASA upon application for an event permit, designed to prompt the event organiser to consider the equipment and personnel available for an event.

Event Specific Planning Requirements

The following table outlines the expected level of planning required for the various event types and levels at AASA Sanctioned Events. Please be aware that at times AASA may ask for additional information from Event Organisers.

	Tarmac Rallies	Gravel Rallies	Off Road Racing	Recreational Off Road Events	Circuit Racing	Drag Racing	Advanced Driver Training	Grudge Matches	Burnouts	Drifting	Rally Test	Photo Shoot - Speed	Sprints/Lap Dash	Corporate Days	Drive Days	Come & Try/Fun Days	Motorkhana/Autokhana/ Khanacross	Touring Events	Karting - Race Events	Karting - Other Events	Speedway	Extreme Events inc. Burnouts	Drag Racing	Hill Climbs	Car Shows/Static Photo Shoots	Ride On Mower Events
National	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
State	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Club/Other	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Testing	Purple																									
Practice	Purple	Purple	Yellow	Purple																						
	 Medical Response Checklist to be completed  Comprehensive Medical Response Plan to be submitted to AASA for approval and implemented for the duration of the event  Not Applicable - Events not conducted at this level																									

The Medical Response Checklist is incorporated into our online Event Permit Application. It requires the organiser to detail the facilities, equipment and personnel that will be available at the event, and is designed to prompt the Organiser to consider these aspects of the event fully.

Equipment and Personnel Requirements

The following sections outline the minimum requirements for events. AASA may require a higher level depending on factors such as the expected number of spectators and/or competitors, and the proximity of the event to civil medical services. All events must be accessible by civil ambulances. **Any variation to these requirements must be approved by AASA in writing.**

Level A – Critical Care

Level 1 events require a detailed Medical Response Plan, which should include maps of the course and road closures, road closure times, information regarding the medical services that will be present at the event, and details of the nearest civil medical centre. A CMO must oversee the team of Medical Personnel. At least one Patient Transport Vehicle must be in attendance, crewed with at least two medical professionals, one of whom is a paramedic or registered nurse with Advanced Life Support or Critical Care qualifications. One ambulance must be available, crewed with at least two ambulance officers. All personnel must be able to communicate with the CMO and Event Command.

Level B – Advanced Care

There must be an operational medical centre available at the event for the duration of the event. A CMO or AASA approved Professional Officer must be in attendance, as well as a minimum of one level 1 practitioner and one level 2 practitioner. A patient transport vehicle must be in attendance. All medical personnel must have radio communication with the CMO and Event Control.

Level C – High Intermediate Care

There must be a basic medical centre available for the duration of the event. Medical Personnel in attendance must include one level 1 practitioner acting as the Professional Officer and one level 2 practitioner. Ideally, a suitably qualified level 3 or 4 practitioner should be in attendance to deal with more minor matters, such as for spectators. A Patient Transport Vehicle should be available for use. All medical personnel must have radio communication with the Clerk of Course and Race Control.

Level D – Intermediate Care

There must be an PTV available for the duration of the event. Medical Personnel in attendance must include at least one level 2 practitioner, as well as one level 3 or level 4 practitioners. All medical personnel must have radio communication with the Clerk of Course and Race Control.

Level E – Low Intermediate Care

There must be a vehicle suitable to transport a patient to a hospital available for the duration of the event. Medical Personnel in attendance must include at least one level 2 practitioner. All medical personnel must have radio communication with the Clerk of Course and Race Control.

Level F – Basic Care

A level 4 practitioner must be in attendance with a trauma kit, and a vehicle suitable to transport a patient to a hospital. A civil ambulance must be able to reach the venue in the event of a critical incident.

Event Type	Level*
Tarmac Rallies	A
Gravel Rallies	B
Off Road Racing - State Level or higher	A
Off Road Racing - Club Level	B
Recreational Off Road Events	C
Recreational Off Road Events - Other	D
Circuit Racing - State Level or Higher	B
Circuit Racing - Club Level	C
Drag Racing	C
Advanced Driver Training	C
Grudge Matches	C
Go to Whoa	E
Burnouts	E
Drifting	E [#]
Rally Test/Rally Sprint	D
Photo Shoot - Speed	E
Sprints/Lap Dash	D [#]
Corporate/Drive Days	E [#]
Come & Try/Fun Days	E [#]
Motorkhana/Autokhana/ Khanacross	F
Touring Events	F
Karting - Race Events	C
Karting - Other Events	E [#]
Speedway	C
Extreme Events inc. Burnouts	D [#]
Hill Climbs	D
Car Shows/Static Photo Shoots	F
Ride On Mower Events	F
Photo Shoot - Other	F
Tractor Pull Events	E
Test & Tune - Circuit Events	E [#]
*The levels shown here are the minimum requirement by AASA. Should you wish to conduct an event of a type not listed above, please contact AASA directly.	
[#] If track density is less than 1/3 (rounded up) then level F applies	

AASA Critical Incident Response Policy – Appendix 14

For AASA sanctioned events V0.4

Background

Motor sport events pose an inherent risk of injury to the participants, officials, spectators and other attendees at an event. Notwithstanding the most stringent safety measures, there is a need to be prepared to respond in an appropriate and time sensitive manner to any incidents that may arise. The aim of the AASA Critical Incident Response Procedures Policy is to provide event organisers with protocols in the event of a Critical Incident.

General Policy

The safety plan for each event should be tailored to the level of risk, approximate number of participants and/or spectators, and the availability of civil medical services. Events such as rallies and off-road racing will require a comprehensive safety plan, which details the personnel and equipment that will be available at the event, the location of the medical centre, road closures, and permits from the relevant government authorities. Where an event safety plan has been approved by AASA, it must be followed, particularly for a Critical Incident.

Incidents

Incident

An event which results in assessment of a person or persons by medical personnel at an AASA Sanctioned Event.

An unusual or unplanned event (of significance) which:

- a. Occurs as a direct result of racing activity; or
- b. Affects the safety of any person engaged in racing activity; or
- c. Exposes any deficiency in safety procedures or facility.

It is the ultimate responsibility of the Clerk of Course to decide whether an event constitutes an incident.

Emergency Incident

An incident which requires remedial action (beyond that normally available at the scene of the incident) including:

- a. The mobilisation of some or all Medical Personnel.
- b. Which in the opinion of the Clerk of Course or Stewards of the Meeting, may warrant the stopping of an event. The stopping of an event is warranted if the safety of any person is unreasonably compromised because of an incident, and after the routine responses available while the event is continued have been utilised or considered.

Medical Alert

An incident or situation which has not been declared a Critical Incident, but which requires the concentrated focus of the Medical Team on a response and which may escalate into a Critical Incident.

Critical Incident

An incident which results in:

- a. Injury (of significance) to any person; or

- b. Critical injury to any person, which is likely to cause death.

Major Emergency

A major emergency is an incident, more likely occurring in the public area but possibly in the area specified for competition, which is beyond the scope of the resources at the venue to cope with and where there is considered to be increased danger to personnel if outside assistance is not sought.

Event Officials

The Clerk of Course will be the person responsible for halting any motorsport activity where an incident has occurred, generally by deploying the red flag, although this method may vary depending on the nature of the event. For example, at tarmac rallies where the vehicles are fitted with Rallysafe units, this information will be relayed electronically. The Clerk of Course will direct and coordinate with the appropriate officials to manage the incident, unless an Emergency Response Coordinator has been nominated for the event.

Once the First Responders have reached the scene, they will make further assessment of the situation and advise the Clerk of Course immediately, using the codes detailed in this document to relay the status of any persons involved in the incident.

From this point, various other officials may be called into action as appropriate, at the direction of the Clerk of Course or other appropriate official.

Medical Injury Codes

The on-course medical team should use these injury codes to advise Event Control of the competitor injury status:

CODE 1 – Time Critical Medical Emergency

- Patient Injured and has “Life Threatening Injuries”
- Patient UNCONSCIOUS (L.O.C)
- Patient will be urgently transported to Mobile Medical Unit.

CODE 2 – Potential Time Critical Medical Emergency

- Patient has “Serious Injuries” and may have “Life Threatening Injuries” not yet apparent
- Patient Post L.O.C
- Patient will be transported to Mobile Medical Unit ASAP.

CODE 3 – Medical Centre Assessment required

- Patient has minor injuries
- Patient requires further inspection at the Medical Centre
- Patient will be transported to Mobile Medical Unit if required.

CODE 4 – Medical Assessment Completed

- Patient assessed at Medical Centre and cleared for further competition or duties.

CODE 99

- Critical Incident

General Procedures – Critical Incidents

Where a AASA approved Safety Plan has been issued for an event, it must be followed.

1. On-track Incident Occurs - the Clerk of Course declares the race to be stopped and activates the Red Lights/Flags. Clerk of Course will coordinate the marshal response to the incident and the Medical Team will respond as requested by the Clerk of Course.
2. If circumstances dictate that an announcement be made to spectators (e.g. at a circuit event), the following holding statement can be issued:
 “Ladies & gentleman, we will take a short break so the medical crews can respond to the situation in the safest manner. Thank you for your patience.”
3. The Medical Team at the scene and/or Chief Medical Officer will quickly assess the competitor and declare the condition via an injury code, including "CODE 99" confirming the critical status of the injury.
4. The appropriate official formally declares a "Medical Alert" to the Clerk of Course.
5. The Patient will be moved to the Medical Centre, if deemed appropriate and safe to do so, for continued emergency medical care and this area may require additional Marshals & Security as coordinated by the Clerk of Course. As soon as practical, the Chief Medical Officer / Medical Team will inform the Clerk of Course of an update on the patient status. Emergency Coordinator in consultation with the Chief Medical Officer / Medical Team will then either cancel the “Medical Alert”, or proceed with the Critical Incident response.
 If circumstances require that an announcement be made, the following statement can be issued:
 “[Competitor] has been relocated to {hospital/medical centre} and is being assessed and receiving medical care. We will update you further as to when the event may resume.”
6. *In the event of a fatality on the track or course, the scene must be left intact, unless it presents an immediate safety hazard to others, and the event called off. Triple zero and Worksafe (or other state equivalent) must be called. AASA must also be advised as soon as practicable. Any media statements will be handled by the AASA office only. A statement/announcement can be made as follows:*
“There has been a critical incident and we have had to cancel the continuation of the event. We would like to express our sincere condolences to [competitor names], if authorised to release] and their family(s). Thank you all for your understanding in this situation.
7. The Clerk of Course will then advise key stakeholders of the Critical Incident via radio or mobile phone, including Australian Auto-Sport Alliance Pty Ltd.
8. The Clerk of Course or assistant/s will ensure the incident scene environment is left untouched by the marshals, staff or officials, unless it poses an immediate safety hazard.
9. If appropriate, the Clerk of Course will inform other competitors and/or spectators that an incident has occurred and the event has been stopped or cancelled.
10. At this point, a Critical Incident Command Post must be implemented. The Clerk of Course will request the key officials to attend the Critical Incident Command Post. The Clerk of Course will further declare a media blackout as required. An appropriate senior official should be nominated as the "Motorsport Incident Coordinator" to coordinate with the Clerk of Course. Where appropriate, the requested personnel at the Critical Incident Command Post at this time should include, but are not limited to:
 - Operations Manager (if a circuit event)
 - Clerk of Course
 - Race Secretary
 - Event Steward (if applicable)

- Chief Scrutineer
 - Emergency Coordinator (if applicable)
 - Media Manager (if appointed)
 - Police (if attending the event)
11. At this time, the nominated "Motorsport Incident Coordinator" will stay in regular contact with the Clerk of Course, Operations Manager and AASA with and for updates.
 12. The Clerk of Course and Chief Scrutineer will coordinate the removal of the vehicle/s (as appropriate) to the secure impound location, only after coordination with the Critical Incident Command Post.
 13. The "Motorsport Incident Coordinator" working with the Clerk of Course, (+/- AASA representative if in attendance) will coordinate a response strategy. A media response will be coordinated through the AASA. This press release and/or conference to be presented at a time and location as agreed by the key stakeholders.
 14. It will be the responsibility of AASA to manage all media aspects of the incident.
 15. No statement or information should be supplied to any persons prior to the official release which will be provided by AASA only.
 16. The "Motorsport Incident Coordinator" will arrange for the Motorsport Peer Support Coordinator/Chaplain to provide assistance to those affected by the Critical Incident. This focus should extend to Race Officials, Pit Crew, Family and Friends. The Motorsport Peer Support Coordinator/Chaplain can use the resources of the Medical Team as available.
 17. The Clerk of Course after receiving Official Notification from "The Police Officer in Charge" and "Motorsport Incident Coordinator" will have the track (or Critical Incident area) formally handed back to their control.
 18. The event will continue if possible and if agreed by the Critical Incident meeting, subject to appropriate State Police and/or Steward approval, plus full ability to comply with the required track safety standards.
 19. Procedures at this point will follow the required tasks of the State Police and policies as coordinated by the Critical Incident Command Post.
 20. All Media enquiries should be directed to Australian Auto-Sport Alliance Pty Ltd.

Other Emergencies

Disaster Provisions

In circumstances where a disaster is declared by the Clerk of Course, the event will be stopped and all emergency personnel will proceed in accordance with instructions from the Emergency Controller.

In a situation where Event Control and its personnel has been rendered inoperative, the most senior Sector Marshal available shall take charge and act in the capacity of the Emergency Controller.

The above Sector Marshall shall put into effect the Master Emergency Management Plan, including appropriate contact with the relevant State Emergency Services.

Chemical Spill

In the event of a chemical spill, the Clerk of Course will direct the Chief Security Officer to move the competitors, spectators and/or event personnel up wind of the spill and out of danger from vapours.

The Emergency Controller will contact the relevant authorities.

Bomb Threat

In the event of a bomb threat, the Clerk of Course will direct the Chief Security Officer to move all competitors, spectators and/or event personnel to an area deemed safe. The people will be notified of such via the public-address system or other appropriate means.

The Emergency Controller will contact the relevant authorities.

AASA

AASA Junior Participants Policy – Appendix 15

For AASA sanctioned events V1.0

General Policy

Australian Auto-Sport Alliance Pty Ltd actively encourages and welcomes participation from younger participants in 4-wheeled motorsport activities. All licences applied for by under 18 year olds are required to be accompanied by a fully executed Minor's Release, signed by the minor's parent or guardian. No licence will be issued without said release. Additionally, AASA complies with State Legislation in regards to minimum age requirements.

Entry by a minor into any particular event must also be countersigned by their parent or guardian, or failing this, to possess a letter from the parent or guardian authorising the minor to participate in said event.

The following information details the protocols in relation to underage participants in various events.

Circuit events – Non-Race

The minimum age requirement for any test & tune, sprint, lap-dash or drive day event or similar is 14 years of age. The participant is required to hold a current valid AASA Club Racing Licence, or an equivalent standard licence issued by an authority recognized by the AASA.

Circuit Races

The minimum age requirement for participants in circuit Race events is 14 years of age. The competitor must hold a current, valid AASA National Racing Licence, or an approved equivalent. In order to obtain said AASA licence, the applicant must undertake and successfully complete an Observed Licence Test with an instructor approved by AASA.

Motorkhana Events (excluding Autokhana/Khanacross)

Competitors aged from 12 years are permitted to enter motorkhana events. They are required to enter the Junior division and must be accompanied in the vehicle by an adult who holds a current, valid AASA Club Racing Licence, or approved equivalent. Participants aged between 12 and 14 years must hold a Junior Club Licence, and those from 14 years of age must hold an AASA Club Racing Licence once their Junior Club Licence reaches its expiry date.

Autokhana/Khanacross

The minimum age requirement for autokhana or khanacross events or similar is 14 years of age. The entrant must hold a AASA Club Racing Licence or approved equivalent.

Hill Climbs

Where a hill climb is being undertaken on closed public roads, any under 18 year old participant wishing to enter must be the holder of a civil driving licence.

Where a hill climb is on a dedicated track (e.g. as part of a circuit venue), the minimum age requirement is as for non-race circuit events.

All those wishing to enter a hill climb event are required to hold a current, valid AASA Club Racing Licence, or an equivalent standard licence issued by an authority recognized by the AASA.

Gravel & Tarmac Rallies

Any person under the age of 18 years wishing to enter a Tarmac or Gravel Rally event as a driver must be the holder of a civil driving licence issued in the state in which they reside. They must be the holder of a current, valid AASA National Rally Licence.

Navigators in Gravel Rally events must be 14 years of age and hold a current, valid AASA Rally Navigator Licence.

Navigators in Tarmac Rally events must be a minimum of 16 years of age and hold a current, valid AASA Rally Navigator Licence.

Touring Road Events

Anyone wishing to participate in a touring road event must hold a provisional or higher civil driving licence.

Off Road Racing and Recreational Off Road Vehicle Events

Where the driver of a vehicle in an Off Road event is less than 18 years old and does not hold a current civil (government) driver's licence, they must be accompanied at all times while competing by a crew member, in the vehicle, who either holds a current civil driver's licence or is not less than 18 years old.

For club levels of Off Road Racing and Recreational Off Road Vehicle events, the minimum age is 14 years for Drivers or Co-Drivers, and 12 years for Navigators, except where State legislation or regulation requires otherwise.

For State or National levels of Off Road Racing and Recreational Off Road Vehicle events, the minimum age is 16 years for Drivers or Co-Drivers, and 14 years for Navigators, except where State legislation or regulation requires otherwise.

Karting Events

The minimum age requirement for karting events is 6 years. Participants aged 6 & 7 are only eligible to enter Club Level practice events. Participants aged 8 years plus are permitted to enter competition events, while complying with class requirements in relation to performance indices of the vehicle.

Speedway Events

Competitors in Speedway events aged 10 to 17 years are excluded from all Senior events, and may only compete in Junior events. Additionally, they are required to comply with restrictions to the engine capacity of the vehicles that may be entered in Junior events. Junior participants are required to hold a current, valid AASA National Speedway Licence or approved equivalent.

Extreme Events (Burnouts, Go to Whoa, Superskids, etc) & Drag Racing

The minimum age requirement for entrants in AASA sanctioned Extreme Events or Drag Racing Events is 14 years of age. Entrants must hold a current, valid AASA Extreme Event Licence.

Ride-on Mower Events

The minimum age requirement for entrants in Ride-on Mower Events is 8 years. Those participants aged 8 to 16 years in competitive events must demonstrate to the Chief Steward of the Event that they possess adequate driving skill and control of their vehicle prior to being allowed to participate. Additionally, their vehicles are restricted in terms of engine capacity, gears, and tyre size. There is no current licence requirement for Ride-on Mower Events.

AASA