

Formula 500's Australia Inc.

**RULES AND
RACING
REGULATIONS**



SPECIFICATIONS



**OFFICIAL FORMULA 500
LOG BOOK**

July 2011

CAR OWNER'S NAME

CAR NO.

VIN NUMBER

DRIVER'S NAME

(If Driver does not own a vehicle)

OFFICIAL'S NAME



PREFACE

Motor Racing is a Sport – a dangerous sport – but a good sport if made up of men and women.

This is no place for the trouble maker or the person who can see nothing but wrong, believing that every action of the officials is directed at them; that rules are made only for them to break.

This person has no place in the sport of motor racing.

– Glenn Perret

Formula 500's
Australia Inc.

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REGULATIONS**



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**OFFICIAL FORMULA 500
LOG BOOK**

Books will be printed annually
and available from your State Association.

July 2011



Formula 500's Australia Inc.

President: Ken Willsher, After Hours: (03) 5566 2387

Secretary: Marion Baxter, After Hours: (02) 6572 1376

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Australian TQ/Formula 500 Champions Speedway

Year	Driver	State	Tracks	State
1964	Bob Lane	NSW	Point Bass	
1965	William Simpson	NSW		
1966	K Yeomans	Vic	Myrtleford	Vic
1967	Les Redpath	Tas	Latrobe	Tas
1968	Jack Treadgate	NSW	Bundaberg	Qld
1969	Bob Haag	Vic	Myrtleford	Vic
1970	Jack Threadgate	NSW	Latrobe	Tas
1971	Viv Wilks	SA	Murray Bridge	SA
1972	Viv Wilks	SA	Warrnambool	Vic
1973	Ken Redpath	Tas	Latrobe	Tas
1974	John Andersson	WA	Claremont	WA
1975	John Andersson	WA	Carina	Qld
1976	Ken Neilson	WA	Heddon Greta	NSW
1977	John Andersson	WA	Murray Bridge	SA
1978	George Higgs	WA	Alice Springs	NT
1979	William Broadwood	WA	Canberra	ACT
1980	Max Dumesny	Vic	Brooklyn	Vic
1981	Lloyd Thorley	NSW	Bridgewater	Tas
1982	Max Dumesny	Vic	Bibra Lake	WA
1983	Lloyd Thorley	NSW	Archerfield	Qld
1984	Don Bowey	SA	Newcastle	NSW
1985	Don Bowey	SA	Murray Bridge	SA
1986	Vince Chapman	WA	Alice Springs	NT
1987	Vince Chapman	WA	Bibra Lake	WA
1988	Lloyd Thorley	NSW	Canberra	ACT
1989	Clive Baxter	NT	Swan Hill	Vic
1990	Roy Urpeth	NSW	Carrick	Tas
1991	Graham Odger	Qld	Cairns	Qld
1992	Michael Pronger	Qld	Wagga Wagga	NSW
1993	Don Bowey	SA	Murray Bridge	SA
1994	Don Bowey	SA	Alice Springs	NT
1995	Tony Pryor	NSW	Goulburn	ACT
1996	Tony Pryor	NSW	Hamilton	Vic
1997	Phillip Woodberry	Tas	Latrobe	Tas
1998	Trevor Harding	WA	Bunbury	WA
1999	Luke Dillon	SA	Cairns	Qld
2000	Luke Dillon	SA	Newcastle	NSW
2001	Luke Dillon	SA	Murray Bridge	SA
2002	Jason Loveday	SA	Alice Springs	NT
2003	Lee Dillon	SA	Goulburn	ACT
2004	Darren Mollenoyux	Vic	Warrnambool	Vic
2005	Matthew Brown	WA	Latrobe	Tas
2006	Ben Devlin	WA	Esperance	WA
	<i>Formula 500'S Australian Champion</i>			
2007	Ben Mcleod	Vic	Maryborough	Qld
2008	Michael Pronger	Qld	Lismore	NSW
2009	Brock Hallet	Qld	Bordertown	SA
2010	Daniel Harding	WA/SA	Alice Springs	NT
2011	Liam Williams	Vic	Goulburn	GLB

Australian TQ/Formula 500 Champions Short Circuit

Year	Driver	State	Tracks	State
1964				
1965	William Simpson	Nsw	Salty Creek	Nsw
1966				
1967				
1968	George Parkes	NSW		
1969	Jack Threadgate	NSW		
1970	Jack Threadgate	NSW		
1971	Tony Coles	NSW	Salty Creek	NSW
1972				
1973				
1974	Don Perry	ACT	Bendigo	Vic
1975	Don Perry	ACT	Yass	NSW
1976				
1977	John Anderson	WA	Darkan	WA
1978				
1979				
1980	Max Dumesney	Vic	Wangaratta	Vic
1981	Lloyd Thorley	NSW	Harvey Dale	Tas
1982	William Broadwood	WA	Darkan Wa	
1983	Lloyd Thorley	NSW	Maryborough	Qld
1984	Grahame Baxter	NSW	West Wyalong	NSW
1985	Grahame Baxter	NSW	Murray Bridge	SA
1986	Lloyd Thorley	NSW	Alice Springs	NT
1987	Vince Chapman	WA	Narrogin	WA
1988	Steve Kurtz	NSW	Cowra (Nsw)	ACT
1989	Lloyd Thorley	NSW	Wangaratta	Vic
1990	Lloyd Thorley	NSW	Carrick	Tas
1991	Roy Urpeth	NSW	Townsville	Qld
1992	John Owen	NSW	West Wyalong	NSW
1993	Darren Tierney	Vic	Murray Bridge	SA
1994	Shorty Maclean	NT	Alice Springs	NT
1995	Tony Pryor	NSW	Yass (Nsw)	ACT
1996	Steve Kurtz	NSW	West Wyalong	NSW
1997	Adrian Redpath	Tas	Carrick	Tas
1998	William Broadwood	WA	Darkan	WA
1999	Alan Iverson	Qld	Cairns S/W	Qld
2000	Brian Thorley	NSW	Cowra	NSW

State Formula 500 Contact Numbers (Correct at time of printing.)

Goulburn Formula 500 Club

PO Box 717 Goulburn 2580
02 4821 9294
Jbhome10@tpg.com.au

NSW Formula 500 Association Inc

PO Box 129 Singleton 2330
02 6572 1376
g.mbxter@bigpond.com

NASR (SA) Formula 500

PO Box 214 Para Hills 5096
Nasrsa1@yahoo.com.au
08 8395 7719

Formula 500 WA Assoc Inc

PO Box 4047 Myaree Business Centre 6960
deb.smith@live.com.au
0401 539 420

Queensland Formula 500 Assoc Inc

5 Ridge Drive
Ruperts Wood
Townsville 4817
iverson@bigpond.net.au
07 4788 8891

NT Formula 500 Assoc Inc

PO Box 5241 Alice Springs 0870
dmaclean@astc.nt.gov.au
08 8952 0780

Tasmanian Formula 500 Assoc Inc

PO Box 501
Latrobe 7307
baldock.tk@bigpond.com
0488 482 072

Victorian Formula 500 Assoc Inc

6 Norma Street Diamond Creek 3089
diamo3@optusnet.com
03 9438 2552

Life Members

1968	David Johnson	ACT
1976	William (Bill) McDowell	NSW
1976	Len Quinn	TAS
1984	Darrell Coles	NSW
1984	Glenn Perret	WA
1995	Phil Checkley	WA
2003	Bill Richards	WA
2011	Grahame Baxter	NSW
2011	Marion Baxter	NSW

CHAPTER I - INTRODUCTION

1. **RACING REGULATIONS -**
These regulations govern the regulations arising in any manner whatsoever in connection with the sport of Speedway Racing between Promoters, Drivers, Mechanics or Officials and the Formula 500's Australia Inc. They are to be taken as being in force and may be cited as 'The Racing Regulations.
2. **QUALIFICATIONS -**
 - (a) Every person licensed to participate in or officiate at any competition, shall be a financial member of the Association, or an accredited honorary member or a member of an authoritative body recognised by the Association, or a member of an Associated or Affiliated Club.
 - (b) All drivers, officials and car owners must own a copy of these regulations and shall be required to have it in their possession at each Race Meeting. Eg. Drivers must have their own copy if they do not own the car they are driving.
3. **LOYAL OBSERVANCE OF THESE REGULATIONS -** No person licensed to participate in or officiate any competition governed by these Regulations shall:
 - (a) Assist any person or body or persons that does not comply with and/or conform to these Regulations, or that acts in any manner contrary thereto: or
 - (b) Belong to, lend his/her name to, or be an officer of any such body. Any person or body being guilty of a breach of this Regulation shall thereby become liable to the consequences provided within these Regulations.
4. **INTERPRETATION OF THESE REGULATIONS -**
The correct interpretation of these Regulations shall be decided by the Formula 500's Australia Inc. executive committee whose decision shall be final.

CHAPTER II - DEFINITIONS

5. **NOMENCLATURE AND DEFINITIONS -**
The following terms, where used in these Regulations, shall be deemed to bear the following meanings.
6. **THE ASSOCIATION -** Except when the contents or subject matter requires a different construction the Association shall mean the Formula 500's Australia Inc.
7. **PROMOTER -** The person, company, firm or club licenced by the State Association and purposing to hold or holding a meeting on a licensed track.
8. **CLUB -** Any club associated or affiliated with the Formula 500's Australia Inc. or any other approved club which has formally undertaken to observe these and any Regulations of the Association.
9. **SPEEDWAY -** An elliptically shaped arena, comprising of a track of an approved surface not exceeding 732 metres or any other track declared a Speedway by the Formula 500's Australia Inc.

10. SHORT CIRCUIT - A continuous circuit which contains both left and right hand bends, and which the surface may be watered or oiled. The terrain may be either flat or hilly nature.
11. BITUMEN - Either Speedway or Short Circuit track on which a bitumen surface has been laid.
12. HEAT - One of a series of races over a specified number of laps of the track.
13. HANDICAP - A method of racing for its purpose the equalising as far as possible, of the chances of the Drivers.
14. CLUTCH (STANDING) START - The start made by Drivers when the cars are stationary with engines running until the order to start is given.
15. ROLLING START - The start made by drivers in which the speed up to the starting line is regulated.
16. RECORD - The minimum time taken to cover a lap or prescribed number of laps.
17. VEHICLE - FORMULA 500 - A land vehicle propelled by its own means, running on at least four wheels not in a line which must be normally in contact with the ground, and of which the front two must affect the steering, and the rear two the propulsion, and limited in engine size as specified in the Specifications adopted by the Australian Association.
18. CYLINDER VOLUME - The volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in such cylinder or cylinders. Cylinder volume shall be expressed in cubic centimetres. For the calculations relating to the cylinder volume of engines, the symbol will be regarded as 3.1416.
19. COMPETITION - Any race, test, attempt at record, hill-climb or event in which a Formula 500 takes part and which has a competitive nature or is given a competitive nature by publication of results.
 - (i) Open competition: A competition open to any competitor or driver registered as such with the Association.
 - (ii) Restricted competition: A competition is "restricted" when the competitors or drivers taking part therein have to comply with particular conditions, for instance:
 - a competition by invitation
 - a competition confined to cars of a particular type
 - a competition confined to drivers with specified qualifications
 - (iii) Closed competition: A competition is called "closed" when it is confined solely to the members of the Club organising the competition. The Association may allow several clubs to join in the organisation of a closed competition.
20. RACE - A competition between two or more Formula 500 running simultaneously on the same course and in which speed is the determining factor.

21. ORGANISING PERMIT - The documentary authority to organise a meeting.
22. COMPETITORS' REGISTER- The list maintained by the Associations of persons to whom it has issued either a car number, or a drivers competition licence. The register must show the respective licence numbers.
23. THE START- The start is the moment when the order to start is given to a competitor or competitors.
24. STARTING LINE - A starting line is the first control line on course.
25. FINISHING LINE - A finishing line is the last control line on course.
26. HOLDER OF RECORD - The driver in the most recent successful attempt at a particular record.
27. PROGRAMME - A document prepared by the promoting body of a meeting for the purpose of informing the participants and spectators about such meeting.
28. LICENCE - A licence is a certificate of registration issued under these Regulations to any qualified person wishing to take part in competitions held under these Regulations. The holder of a licence is presumed to know all Regulations and must observe them.
29. SUPPLEMENTARY REGULATIONS - Regulations supplementary to these Regulations, either contained in the appendices hereto or drawn up by the State Association having for their object the laying down of special details of a competition or series of competitions.
30. EXCLUSION - The prohibition of a person or body of persons from taking part in any particular capacity whatsoever, in a competition or competitions: or the prohibition of a vehicle of a certain description, condition or make from being driven in a competition or competitions. Exclusion may be pronounced either before, during or after the competition. If pronounced during or after the competition, it shall render the participation therein of the excluded person or vehicle null and void.
31. DISQUALIFICATION - To exclude a person or body of persons from any placing in an event. Such disqualification should apply only to the event in which it was pronounced and shall cease to exist thereafter.
32. SUSPENSION - The prohibition of a person or body of persons from taking part in any capacity whatsoever in any automobile competition wherever held under these Regulations, or the prohibition of a vehicle of a certain description, condition or make from being, driven in any competition. Suspension shall when imposed be for a definite period.

CHAPTER III COMPETITIONS IN GENERAL

33. OFFICIAL DOCUMENTS - For every competition, the promoters are responsible for drawing up and publishing Supplementary Regulations and in addition for all speed competitions (except attacks on records) shall also draw up and publish a programme. If any conditions contained in the Supplementary Regulations is contrary to these Rules. It shall be null and void.
34. ANNOUNCEMENT TO BE MADE ON ALL OFFICIAL DOCUMENTS - All Supplementary Regulations, programs and entry forms relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the General Competition Rules of the (relevant State) Formula 500's Australia Inc.
35. PROMOTION OF MEETING - All Formula 500 meetings must be approved by the State Formula 500 Association.
36. UNAUTHORISED MEETINGS - The promotion of any meeting otherwise than in conformity with these regulations is forbidden. Every person connected therewith or taking part in such a meeting, whether as promoter, driver, official or , shall be liable to the consequences and penalties provided herein.
37. MEDICAL REQUIREMENTS - A state ambulance or private paramedical service with a properly fitted patient carrying vehicle or equivalent is required to be in attendance at all race meetings.
38. PROMPT STARTING - DELETED 2010

CHAPTER IV - PERMITS

39. NECESSARY PERMISSION AND APPROVAL - No competition or meeting shall be held without a Permit having been granted and approval signified.
40. APPLICATION FOR A PERMIT - Application for a Permit shall be made out on the official form and shall be accompanied by the requisite fee.
41. VALIDITY OF A PERMIT - A Permit shall only be valid while the track licence is held in respect of the track for which the Permit was granted. Upon the suspension or cancellations of a track licence all Permits granted shall automatically become null and void.
42. CANCELLATION OF A MEETING - Should a meeting for which a Permit has been granted be cancelled by the promoter, the Permit fee is forfeited, except when such cancellation is due to inclement weather or insufficient entries in which case application to transfer the Permit to another date will be considered.

CHAPTER V - ORGANISATION

43. ENTRIES - A Permit having been granted, promoters may invite, receive or arrange entries. All entries shall be in writing. Any promoter accepting an entry from an unlicensed driver shall be fined a sum not exceeding \$200.
44. CONSOLIDATION OF HEATS - Excepting Title Events, the Pit Marshalls may, in conjunction with the Race Manager, consolidate or otherwise modify the make-up of heats if the number of drivers present at the start or other conditions warrant their so doing.
45. FICTITIOUS ENTRIES - Any promoter advertising announcing or causing to be announced in the press, or in any statement, programme, poster or leaflet and whether verbally or otherwise, the inclusion in a meeting of driver or drivers for whom no entry has been made, shall be guilty of conduct prejudicial to the interests of the sport.
46. PROGRAMME - DELETED 2009
47. INSURANCE OF OFFICIALS - The promoter shall be responsible to see that at each meeting all licensed officials are covered by insurance against accidents.
48. GUARANTEE - Any person, firm, company or Club desirous of becoming a promoter, as defined in these Regulations, shall as a guarantee of good faith and by way of undertaking to comply with these Regulations of fulfilling his/her commitments to the drivers, deposit with the State Association of the appropriate Club such moneys as are required by the prize money schedules and a permit for the particular meeting.
49. PROMOTERS - Competitions shall be organised by a Club or Clubs (or in exceptional circumstances by some other body or persons) known as the promoters, who may delegate their powers and duties to an organising committee: such delegation shall not, however, affect the ultimate responsibility of the promoters.
50. ORGANISING PERMIT - No competition shall be held unless the Association has signified its approval by granting an Organising Permit or has waived the necessity of an Organising Permit.
51. CONTENTS OF SUPPLEMENTARY REGULATIONS - The Supplementary Regulations shall contain (insofar as may be appropriate to the meeting to which they relate) the following information:
 - (1) The name and nature of the proposed competitions
 - (2) The name and address of the promoters
 - (3) A statement in accordance with Rule 50
 - (4) The place and date of the meeting
 - (5) A full description of the proposed competition, including length and direction of course
 - (6) Comprehensive information regarding personal insurance
 - (7) The date, times and nature of starts, with details of handicapping
 - (8) A reminder of such of these Rules as may be particularly applicable to the competition and also in regard to licence, signals, protection against fire etc.
 - (9) The manner in which the results will be determined
 - (10) Provisions regarding postponement, abandonment or cancellations
 - (11) The information required on entry forms

- (12) The dates of opening and closing of entries and how and where they shall be made
- (13) The amount of the entry and insurance fee
- (14) Conditions under which entries may be refused
- (15) The relative positions of the cars at the start and how they are to be determined
- (16) Signals to be given for the start and finish
- (17) Particulars of identification numbers and marks required or permitted to be carried
- (18) The facts shall be judged by the Judges of Fact
- (19) The times fixed for the official examination of vehicles
- (20) All such other requirements and information as may be necessary for the proper conduct of the meeting.

52. ALTERATION TO SUPPLEMENTARY REGULATIONS - No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries.
53. CONTENTS OF PROGRAMME - DELETED 2009
54. ENTRY - An entry made and accepted in accordance with these Rules and any relevant Supplementary Regulations is a contract between a competitor and the promoters by which the competitor agrees to take part in the competition for which he/she has entered unless prevented by force majeure, and the promoters agree to comply with the conditions of entry provided that the competitor has made every effort to take part in the competition. A breach of such contract may be treated as breach of these Rules.
55. DISPUTE REGARDING ENTRY - If any dispute shall arise otherwise than by way of protest between a competitor or driver and promoter regarding any entry or nomination to drive which has been already accepted, such dispute shall be referred to the Steward for decision subject to the rights of appeal as provided by these Rules.
56. OPENING OF ENTRIES - An organising permit having been granted the promoters may invite, receive and accept entries from eligible competitors. Every entry form or invitation to enter, sent out by the promoters shall be accompanied by a print of the relevant Supplementary Regulations. Entries shall be made in writing, on the entry form provided by the promoters which shall provide for a statement of the entrant, of the driver nominated (if any) together with their licence numbers and any other information required by the Supplementary Regulations to be stated on the entry form.
57. CONTENTS OF ENTRY FORM - Entry forms for all competitions shall contain the following:
 - (i) spaces for the names (not assumed names) of the entrant(s), the driver(s) and the licence numbers of the entrant(s), driver(s), Car Log Book Number, Vin Number and Car Racing Number.
 - (ii) space for the signature of the entrant(s) and/or driver(s)
 - (iii) the following statement: "If an entrant or driver is under the age of 18 years this form must be accompanied by a letter of consent signed by both parents or by his/her guardian
 - (iv) the form of indemnity and spaces for the appropriate signature(s)
 - (v) Such other information as is required by these rules or the Supplementary Regulations to be stated on the entry form.
 - (vi) Prize money schedule to be shown on all entry forms.

58. INDEMNITY BY ENTRANTS AND DRIVERS

(a) Every entrant and driver, before taking part in any competition shall sign an indemnity, in the following form:

I/We declare that I/We have read and understood the Supplementary Regulations issued for the meeting, and agree to be bound by them and the provisions of the Formula 500's Australia Inc. Racing Rules and Regulations and Specifications.

I/We acknowledge and agree as a condition of entry that neither the Formula 500's Australia Inc., State Associations, Promoters nor host clubs shall be under any liability incurred by my/our death or any bodily injury, loss or damage which may be sustained or incurred by me/us, as a result of participation in or being present at the event, except in regard to any rights I may have arising under the Trade Practices Act 1974. I/We acknowledge that motor racing is dangerous and accidents causing death, bodily injury, disability and property damage can and do happen.

Entrants Signature: Date:

Drivers Signature: Date:

IF THE APPLICANT IS UNDER 18 YEARS OF AGE, a parent or guardian's written consent must accompany this application.

(b) Any indemnity as prescribed in sub paragraph (a) of this Rule which is signed by a person under the age of 18 years shall be countersigned by that persons parents or guardian(s), whose full name and address together with a statement of whichever of the aforesaid capacities entitles him/her so to sign, shall be stated with the said signature.

(c) NASR/FAS indemnity accepted in lieu of section (a).

Disclaimer and Consent Statement for persons under 18 years of age. Parent/Guardian consent – persons under 18 years.

I of (address)

am the parent/guardian * of the above named. ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/participating in the event at his /her own risk.

Signed Parent/Guardian*. Date;

*Delete whichever does not apply

59. CLOSING OF ENTRIES - The date specified in the Supplementary Regulations for the closing of the entries shall be not less than seven clear days before the date of the meeting. In no circumstances shall any entry be received after such closing date, except that it shall be permissible to accept such entries arriving by the first mail delivery thereafter.

60. ENTRY BY FAX OR EMAIL - Notwithstanding the provisions of Rule 43 an entry made by Fax or Email may be accepted provided it is received before the time laid down for the closing of entries and a confirmatory letter with the entry fee and necessary insurance is despatched simultaneously. A competitor making an entry by Fax or Email shall on demand, complete and sign an entry form.

61. ENTRY CONTAINING A FALSE OR INCORRECT STATEMENT - An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these Rules and the entry fee may be forfeited.

62. REFUSAL OF ENTRY - An entry for a competition may be refused in accordance with the Supplementary Regulations relating to such competition. If any entry is refused, notification of such refusal shall be sent to the entrant so as to arrive in the ordinary course of delivery within 8 days after the receipt of the entry, or at least 5 days before the meeting, whichever shall be the earlier. Such refusal is final and not subject to appeal.
63. CONDITIONAL ACCEPTANCE OF ENTRY - Supplementary Regulations may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant by letter or emailed not later than the day following the date for the closing of entries.
64. ACCEPTANCE OF ENTRIES - If the number of entries received exceeds the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall be selected in the manner specified in and by the Supplementary Regulations. If no manner is specified, they shall be selected either by ballot or by the order or the receipt as the promoters shall decide.
65. UNAUTHORISED ENTRIES - The promoters shall not enter on the programme or publish as entered the name of any competitor or driver in respect of whom they have not accepted or conditionally accepted any entry or nomination on or before the date specified in the Supplementary Regulations as to closing date for entries. A competitor whose entry has been conditionally accepted shall be shown as such.
66. NOMINATION OF RESERVES - Should any competitor be eliminated in accordance with Rule 59 he/she may be accepted as a reserve provided this prior consent to such a course has been notified to the promoters.
67. MULTIPLE ENTRIES - A Formula 500 shall not be entered more than once for the same competition on any one day. In exceptional circumstances the promoters may accept the nomination of two drivers for the one car in any one competition, and both names shall appear on the Official Program. The responsibility of the entry shall be shared jointly by both entrants, but they shall, prior to the commencement of the meeting, indicate to the Clerk of the Course which of the two drivers nominated is to be the driver in that competition.
68. INSTRUCTIONS TO DRIVERS - Instructions to drivers may be issued to deal with particular points arising after the issue of the Supplementary Regulations.
69. OFFICIAL LIST OF COMPETITORS - DELETED 2009
70. TROPHIES - The offer of a seasonal trophy by a firm, club or persons shall be acknowledged in writing, and it shall be the responsibility of the State Association or appropriate Club to acquire such trophy when required for presentation. A record shall be kept of all seasonal trophies offered, and trophy winners will be decided in accordance with the point allocation schedule.

CHAPTER VI - LICENSING OF TRACKS

RULES 71 to 85: DELETED 2009

CHAPTER VII - OFFICIALS

86. It is the duty of an official to report to the Steward or State Association, as may be appropriate, any irregularity that may come to his/her knowledge, whether protested against by a competitor or not, as soon as practicable.
87. LIST OF OFFICIALS - The staff of officials whose duty it is to direct and control competitions shall consist of:

The Steward of the Meeting
 The Clerk of the Course
 The Secretary of the Meeting
 The Starter

The Timekeepers (2)
 The Machine Examiners (2)
 The Pit Marshalls (2)
 The Crash Crew/Flag Stewards (4)
 The Lapscorers (min. 3)
 The Trackside Stewards (min. 2)

They are termed Officials with the Chief Steward having an assistant, other officials listed may have assistants, if deemed necessary by the State Association.

Australian & State Championships have a minimum of two (2) trackside stewards and be in direct contact with the Chief Steward of such championships.

88. RIGHT OF SUPERVISION -
- (a) Apart from any of the officials referred to in these Rules, the Association may confer on any of its members or on persons specially qualified for such duty the right to observe any person or body of persons promoting or organising or taking part in the promotion of any competition within their State or Territory, any person acting as an Official, competitor, or driver, or any holder of a licence issued by the Association
- (b) Whether named in the relevant documents or not, the delegates from each Affiliated Club to the Association may ex officio, be observers at all meetings organised under permit from the Association.
89. ESSENTIAL OFFICIALS - At any meeting there shall be at least two Stewards of the Meeting, and a Clerk of the Course, and in the case of speed competitions decided wholly or partially on time, one or more Timekeepers.
90. NOMINATION OF OFFICIALS - The Stewards of the Meeting shall be appointed by and responsible to the Association. All other officials shall be appointed by the promoters, subject to the approval of the Association.
91. THE HANDICAPPERS - Should comprise of the Steward and Lap Scorers.

92. THE ANNOUNCER - May be appointed by the Promoting Body, but shall be required to observe the Regulations.
93. THE RACING AND DISPUTES COMMITTEE - Shall comprise the Stewards, Clerk of Course, the Drivers Rep and two persons elected by the State Association running the meeting. Should a representative be personally connected (eg. pit crew, relative, sponsor etc) he/she shall not be eligible for any Dispute Committee. The State Association running the meeting will appoint a replacement.
94. REGISTRATION OF OFFICIALS -
- (a) Any member of at least one year's standing desirous of qualifying as an official as defined, shall make formal application for his/her registration to the State Association.
 - (b) A member with less than one year's standing desirous of becoming an official as defined, shall apply in writing to the State Association providing full details.
95. SEPARATION OF DUTIES - An Official shall not at any meeting perform any other duties than those which are attached to his/her appointment or appointments. He/she shall not, if he/she is one of the officials listed, be eligible to compete in any competition at such meetings.
96. ACQUAINTANCE WITH THESE REGULATIONS - All Officials shall be required to be fully conversant with these and Supplementary Regulations and should have a general knowledge of Specifications.

THE CHIEF STEWARD'S DUTIES

97. His/Her principal duties are as follows:
- Stewards for Australian & State Championships have a minimum of two (2) years Formula 500 Stewarding experience; this steward must have been a trainee or assistant chief steward (with a minimum of one full race season's experience as an assistant chief steward) before becoming eligible for the position of Chief Steward.
- A register of stewards stating their name, address, club, state and experience be compiled for reference purposes.
- (a) The Steward shall in no way be responsible for the organisation of a meeting, or shall have any executive duties in connection therewith, other than as are specifically required by these Regulations.
 - (b) To report to the Clerk of the Course 30 minutes prior to the scheduled commencement of a meeting.
 - (c) To perform his/her duties entirely from.... the official enclosure. He/She may by means available (phone, p.a., messenger) summon any driver, mechanic or official to report immediately.
 - (d) To satisfy him/herself in conjunction with the Racing and Disputes Committee of the ability of all competitors before allowing them to compete in actual competition.
 - (e) To authorise, or otherwise, any alteration to the Official programme provided that such alteration conforms with these Regulations.

- (f) To retain the right to enquire into the circumstances of any incident occurring during the course of a competition or meeting.
- (g) To inflict a fine, exclusion, suspension or disqualification on any entrant, driver, assistant or mechanic who does not comply with the requirements of these rules, supplementary regulations or with the instruction of the officials of the meeting. To fine, exclude, suspend or disqualify from any one competition, or from all competitions at a meeting, either before, during or after such competition or competitions, any driver whom he finds ineligible to take part therein or whom he/she may consider guilty of misbehaviour or unfair practice. Further he/she may order the removal of any entrant, driver, assistant or mechanic who refuses to obey the order of a responsible official, from the course proper and pit area.
- (h) To retain the right to inspect and withdraw any driver or mechanic's licence.
- (i) To summon members of the Racing and Disputes Committee to meet whenever he/she deems such a meeting necessary, or when so requested by any official or drivers representative.
- (j) To remain alert to receive any signal or communication from the Clerk of Course, or Crash Crew/Flag Stewards during a race.
- (k) To order a rerun in accordance with the provisions of these Regulations and to determine the starting positions of the drivers qualified to restart, in accordance with the Judge's lap score sheet.
- (l) To notify the Clerk of Course and Pit Marshalls of any driver who is not eligible to compete in a competition owing to suspension, nonpayment of a fine, failure to qualify or for any other reason.
- (m) To retain the right to declare a competition or meeting complete.
- (n) At the conclusion of a competition immediately advise the judge of any alterations to the provisional placings as a result of exclusions, and/or disqualifications which may have been imposed.
- (o) To approve or otherwise a correction made by the Judge.
- (p) To reprimand any official who in his/her opinion is not carrying out his/her duties in accordance with these Regulations, Supplementary Regulations or Racing and Disputes Committee as soon as practicable.
- (q) To be a member of the Racing and Disputes Committee and report to the official enclosure at the conclusion of the meeting.
- (r) To receive all protests and appeals and submit each protest and appeal for adjudication to the Racing and Disputes Committee.
- (s) To retain the right to order the removal of any person from the official enclosure who in his/her opinion is interfering with the efficient running of a meeting.
- (t) As soon as practicable after the close of a meeting sign and send details of the meeting, together with particulars of all reprimands, fines, exclusions, suspensions or disqualifications that may have been imposed and protests lodged, with his/her recommendations as to the action to be taken eventually in such cases (if any) to the State Association.

DUTIES OF THE CLERK OF THE COURSE

98. The Clerk of the Course shall be responsible to the Steward for the conduct of a meeting or competition and its administration in accordance with the official programme, these Regulations and Supplementary Regulations. His/Her principal duties are as follows:
- (a) To report to the Promoting body one hour prior to the scheduled commencement of a meeting.
 - (b) To keep the course.
 - (c) To satisfy him/herself that all officials are at their posts and to report the absence of any of them to the Racing and Disputes Committee.
 - (d) To satisfy him/herself that all officials are provided with the necessary information and equipment to enable them to carry out their duties.
 - (e) To start all the races and display flag signals as are required by these Regulations.
 - (f) To control entrants, drivers and their cars and to prevent any entrant or driver excluded, suspended or disqualified from taking part in a competition for which he/she is not qualified
 - (g) To satisfy him/herself that the proper driver is in each car and to marshall the cars into such classes and/or positions as are required
 - (h) To determine the actual starting positions of a vehicle on the track proper in the case of standing start events
 - (i) To carry out instructions from the Steward of the meeting
 - (j) To remain alert to receive any signal or communication from the Steward of the meeting
 - (k) To warn a driver that from a given time he/she has 2 minutes to have his/her vehicle on the track. Should the warned driver fail to have his/her vehicle on the track within this time the balance of the field shall then be dispatched
 - (l) To keep order in conjunction with such governmental and police authorities as have undertaken the policing of the meeting and who are especially responsible for public safety
 - (m) To be a member of the Racing and Disputes Committee and to report to the official enclosure immediately at the conclusion of a meeting
 - (n) To compile a general report of each meeting and forward same to the State Association as soon as practicable.

DUTIES OF THE JUDGE

99. His/Her principal duties are as follows:
- (a) To report to the Clerk of Course 30 minutes prior to the scheduled commencement of a meeting
 - (b) To declare the order in which the competing vehicles pass the finishing line on the final lap of the race.
His/Her declaration shall be final and without appeal
 - (c) To declare the provisional placings of a competition for recording and P.A. announcements, together with the official times received from the Timekeepers on receipt of the Stewards approval
 - (d) On the expiration of ten minutes, and with the Steward's approval, final placings shall be declared
 - (e) If the Judge shall consider he/she had made a mistake he/she may correct it in conjunction with the Steward

- (f) In the event of the Steward declaring a race complete before the programmed number of laps expired, the Judge shall declare the provisional placings in the order of the completion of the lap, in which sufficient competitors required to fill the placings, have crossed the finishing line.
- (g) To complete one programme and forward same, together with Handicap and Start Record Sheets, to the Promoting Body or Licensing Secretary as may be appropriate
- (h) To be a member of The Racing and disputes Committee and report to the official enclosure immediately on the conclusion of a meeting
- (i) To complete the race record sheet and return same to the Licensing Secretary prior to the commencement of the next race meeting.

DUTIES OF A TIMEKEEPER

100. The principal duties of the Timekeepers shall be:
- (a) To report to the Clerk of Course 30 minutes prior to the scheduled commencement of a meeting
 - (b) To use for timing only such apparatus as is approved by the State Association
 - (c) To record and report such times to the Judge as are required by the conditions of the meeting and the compiling of the official programme
 - (d) To nominate to the Pit Marshall certain competitors who as a result of recorded times of a competition become eligible to compete in another competition
 - (e) To assist the Judge in the collation of provisional placings when necessary
 - (f) To keep such records necessary for special awards as may be required by Supplementary Regulations
 - (g) To act as handicappers in coordination with the Steward
 - (h) Not to communicate any times, recorded for the purpose of handicapping, except to the Steward or Racing and Disputes Committee
 - (i) To compile a complete record of the number of starts per meeting of each competitor, such lists to be presented to the Judge at the conclusion of a meeting
 - (j) To forward a complete list of handicaps, on behalf of the handicappers, to the Promoting Body, prior to each meeting (whenever possible)
 - (k) To forward a complete list of handicaps on behalf of the handicappers, to the Pit Marshalls prior to the first competition
 - (l) To complete one programme for record purposes, and forward to the Licensing Secretary at the conclusion of the meeting.

DUTIES OF THE MACHINE EXAMINERS

101. Their principal duties are as follows:
- (a) To report to the Clerk of Course 30 minutes prior to the scheduled commencement of a meeting
 - (b) To remain in the Pit Area or Course proper for the duration of a meeting
 - (c) To satisfy themselves that each car carries the correct registered number in accordance with these Regulations
 - (d) To satisfy themselves before the commencement of each race, competition or practice that all vehicles competing conform to the required specifications and are in proper condition to be driven

- (e) To exclude from competing a vehicle which they may consider is, or may become, a source of danger to the driver or any other competitors, and shall have particular regard for public safety
- (f) If in their opinion any vehicle shall be deemed not to be in compliance with these Regulations they may exclude such vehicle from competing or nominate a time wherein such necessary repairs and/or adjustments must be effected
- (g) Expeditiously to advise the Steward, Clerk of Course, and Pit Marshalls that a certain vehicle has been excluded and therefore is not eligible to compete
- (h) To recommend to the Steward the imposition of a fine in the case of failure to comply with the required specifications
- (i) To complete the reports of their inspections on the prescribed machinery form and sign the log book for the car. Faults noted in the log book and machinery form must he/she rectified before being passed at machinery examinations for any subsequent meetings
- (j) To inspect a vehicle which has been involved in an accident to ensure that it is raceworthy before it takes part in a rerun or another event
- (k) To exclude from competing any vehicle which has not been adjusted and/or repaired in accordance with and in the time specified by a previous safety certificate

DUTIES OF THE PIT MARSHALL

102. Their principal duties shall be as follows:

- (a) To report to the Clerk of the Course and receive necessary instructions 30 minutes prior to the scheduled commencement of a meeting
- (b) To be directly responsible to the Clerk of the Course
- (c) To remain in the pit area for the duration of the meeting
- (d) To retain the right to direct any competitor and/or vehicle to any position within the pit area
- (e) To retain the right to order the removal of any person or vehicle from the pit area
- (f) To check the handicappers sheet against the handicaps shown in the programme, and in the case of an omission or alteration, notify the competitor concerned of his/her handicap
- (g) Except in Title events, consolidate or otherwise modify and make up a competition, if necessary, in conjunction with the Race Manager
- (h) To report to the Steward any competitor whom they consider without just cause refuses to compete in any competition for which he/she has already nominated
- (i) To carry out all ballots to determine the starting positions of competitors in a competition. To give audible warning that a ballot is about to be conducted and, in the case of drivers absence from the pit area at the time, nominate a member of his/her crew or another driver to act on his/her behalf
- (j) To notify competitors of their starting positions, and marshal the vehicles and drivers on to the course proper
- (k) To notify the Steward, Clerk of Course and Judge of the competitors starting positions and any alterations to the make-up of a programme immediately the information becomes known
- (l) To notify the Steward immediately should a competitor wish to lodge an appeal
- (m) To notify a Driver, Mechanic, Assistant or Official that the Steward requests him/her to report to the official enclosure immediately
- (n) To warn a driver that his/her and/or his/her assistant's or mechanic's dress is not in accordance with these Regulations and that he/she will be reported to the Clerk of the Course.

DUTIES OF THE CRASH CREW AND/OR FLAG STEWARDS

103. Their principal duties are as follows:

- (a) To report to the Clerk of the Course and receive necessary instructions 30 minutes prior to the scheduled commencement of a meeting
- (b) To be directly responsible to the Clerk of the Course
- (c) To ensure that they have the required equipment (flags, extinguishers, etc.) in accordance with these Regulations
- (d) To remain alert to receive flag or light communications from either the Steward or Clerk of Course
- (e) To make every effort to clear the course during a race of obstacles which are or may become a danger to competitors, officials, spectators or any other persons
- (f) To have sole authority to take the necessary action in the extinguishing of all fires on the course proper
- (g) To avoid at all times, taking unnecessary risks in the execution of their duties
- (h) To assist the First Aid Officers, if necessary, in the removal of an injured driver from a vehicle
- (i) To marshal competitors into their correct handicap positions in the case of standing start events

DUTIES OF THE HANDICAPPERS

104. Their principal duties are as follows:

- (a) To prepare the handicaps after entries have closed in accordance with these and Supplementary Regulations
- (b) To prepare a sheet showing the handicaps of all competitors and forward same to the Pit Marshall prior to the first event
- (c) To advise the Pit Marshalls of any alteration to a competitor's handicap made during the course of a meeting as a result of a performance made in a previous competition at the same meeting
- (d) After a competitor has competed in a heat, being one of a series of heats and having a final, the handicap allotted for the heat shall remain unaltered for the final. This in no way affects the right of the Handicappers to alter handicaps in Division, Feature or other handicap events
- (e) To keep a seasonal record of all competitors' handicaps which shall remain their property unless required by the Racing and Disputes Committee.

DUTIES OF THE RACING AND DISPUTES COMMITTEE

105. ITS PRINCIPAL DUTIES ARE AS FOLLOWS:

- (a) In the absence of one or more of the appointed officials of the meeting they may appoint a temporary substitute or substitutes from the panel of licence holders
- (b) To classify or reclassify all registered drivers
- (c) Adjudicate upon any dispute or protest arising during a meeting or competition, subject to the right of protest or appeal as provided by these Regulations, and in particular shall retain the right to amended the penalty imposed by the Steward after adjudication of an appeal
- (d) Such adjudication shall take place as soon as practicable, prior to the meeting following that at which the relevant matter arose, except when the result of such adjudication may determine the right of a competitor to compete in another competition at the same meeting
- (e) As a result of adjudication upon a protest or an appeal amend the results of a competition where necessary
- (f) They may make any arrangements concerning the position of the Starting or Finishing lines or any other matter as may be necessary for the safety of competitors, officials or public
- (g) The Racing and Disputes Committee may, in the case of unavoidable necessity, or for urgent reasons of safety, postpone, stop or cause to be abandoned a meeting or part thereof
- (h) To receive any adverse report concerning an official, and after complete investigation submit a report, together with the recommendations, if any, to the State Association.
- (i) They may authorise Supplementary Regulations to these Regulations. Such Regulations shall come into force immediately upon their decision and shall be notified by the quickest means to all concerned. Such regulations shall remain in force for the meeting only for which they were devised and shall cease to exist upon the conclusion of that meeting.

DUTIES OF A DRIVERS' REPRESENTATIVE

106. His/Her principal duties are as follows:

- (a) To represent the drivers and act as a liaison officer on their behalf, within the scope of the Regulations
- (b) To have available at all meetings a copy of their respective section's prize money allocation schedule together with the amount to be allocated for such meeting

CHAPTER VIII - DRIVERS

107. REGISTRATION OF DRIVERS AND MECHANICS - A driver shall not take part in a meeting under these Regulations until he/she has been licensed and his/her application for such licence shall be deemed to be an acknowledgment of his/her submission to these Regulations.
108. ISSUE OF LICENCES - The appropriate State Association at its discretion may refuse or withdraw a licence, provided that the person aggrieved by any such decision shall be entitled to the right of appeal in accordance with these Regulations. A driver's licence shall be issued or renewed by the State Association if approved, upon receipt of the requisite fee, presentation of the approved medical certificate, application form and suitable photo. All drivers must produce evidence of personal insurance before licence is issued. Female drivers permitted. Minimum age limit to be 16 years of age for competition as set by Formula 500's Australia. Drivers are eligible to race once paperwork and fees have been received by their State Secretary/Treasurer. If Associations are affiliated with other bodies, then licences are to be available within 30 days of receiving fees etc.
- (a) A driver may only hold the licence issued by a Formula 500's Australia Inc State/Territory Association in which he/she is principally a resident (with the exception of the ACT).
 - (b) A current or previously licensed driver must obtain a clearance from his/her previous State Association in order to be issued with the licence in the State in which he/she will now be principally resident.
 - (c) All drivers must produce proof of personal accident insurance before competing in all race meetings.
 - (d) New drivers to start rear of field until the Steward/s deem he/she is capable of starting in the field.
109. PERIOD DURING WHICH LICENCE IS VALID - Licences shall expire on 30th June each year.
110. MECHANICS - A driver may supply a crew of mechanics (three only) and shall be responsible for their conduct and appearance. A crew including the driver(s) shall not exceed four persons.
111. FALSE OR MISLEADING INFORMATION - The making of false statements on the form of application for a licence, or the wilful omission on such form of any information which, is known to the Association might cause it to refuse such licence shall be deemed to be an offence under these Rules and shall render the licence, if issued, null and void.
112. PROVISIONAL LICENCE - DELETED 2009.
113. LICENCE FEE - Upon grant of a licence by the Association, a fee shall be payable to the Association in accordance with the scale of fees laid down in each State.
114. RECLASSIFICATION OF DRIVERS - The Steward shall report to the State Association

any driver who in his/her opinion fails to display the standard of racing required in the class in which he/she is competing . The State Association at its discretion may reclassify such driver.

115. VALIDITY OF LICENCE -

- (a) A competitor's licence shall be signed in ink by the holder upon receipt, and shall not be valid until so signed except where Driver is issued a N.A.S.R. Licence
- (b) No driver, although the holder of a licence who is suffering from any disability, permanent or temporary or recurrent which prejudicially affects the normal control of his/her car shall take part in any competition
- (c) Any driver who drives in a Formula 500 race without a Formula 500 Licence shall forfeit all money, trophies and points. They may also be dealt with by the State Association.
- (d) A drivers licence is only valid if he/she is a member of the State Body (with the exception of the ACT) in which he/she is principally resident.

116. PRODUCTION OF LICENCE - A competitor or driver at a meeting shall produce his/her licence for inspection upon demand being made by an official at that meeting. Failure to produce such licence will entail the driver/competitor to contact his/her State Secretary for confirmation of his/her holding a current approved Licence.

117. CHANGE OF DRIVER - In a competition, other than an attempt at record, a change of driver shall be made only if the Supplementary Regulations so provide and, if it is to take place after the publication of the programme, with the consent of the Steward of the meeting or of the Clerk of Course.

118. RESPONSIBILITY OF ENTRANT, DRIVER AND OTHERS - The entrant shall be responsible for all acts or omissions on the part of his/her drivers, mechanics, pit crews, but each of these shall also him/herself be responsible for any infractions of the Constitution, of these Rules, and Supplementary Regulations or any instructions to drivers.

119. DRIVING NAME - A driver may make use of a driving name, such as his/her surname preceded by an abbreviated Christian name, provided such driver's name incorporates the driver's surname.

120. PENALTIES FOR PARTICIPATING IN UNAUTHORISED MEETINGS - Any person who shall promote, enter for, drive in, officiate at, or in any manner whatsoever take part in any meeting coming within the scope of these regulations and not organised or held in accordance therewith, or who shall become disqualified or suspended by the governing body of any association recognised by the State Association shall be suspended, and shall thereby forfeit his/her right to hold any licence for such time as the State Association may think fit.

121. ABSENTEES AND DRIVERS NOT RACING - Any driver having undertaken to drive at a meeting who fails to present him/herself at the start, refuses to start, or who having started, does not make a bona-fide attempt to win the race, shall be excluded or otherwise dealt with by the Steward and reported to the State Association for conduct prejudicial to the sport.

122. **INTOXICANTS** - The taking of or suffering from the effects of taking any drugs or alcoholic liquor by any driver, mechanic or official during the course of a meeting shall be deemed to be conduct prejudicial to the sport. Any person with liquor in his/her possession in the pit area will be promptly removed and is liable to expulsion from the speedway and its precincts. Drivers and pit crew are not permitted to partake of alcohol for twelve hours prior to a race meeting. Consideration should be given to breath tests for drivers.
123. **MEDICAL TESTS** - A driver shall at the request of the steward submit him/herself to a physical examination by a registered medical practitioner nominated by the Association. Every year competing drivers ARE subject to a medical check prior to the issuing of a competition licence. The State Association has the right to request a Medical Clearance from a driver should the Association feel circumstances warrant it.
124. **PROMOTERS** - No exception is taken to a driver being connected with the promotion or management of a speedway, unless such connection is deemed by the State Association to be prejudicial to the interests of the sport.
125. **HELMETS AND PROTECTIVE CLOTHING** - In all racing and official practicing the following safety apparel must be worn
- (a) **RACE SUITS:** Race suit must be a one piece suit and meet minimum standard of either SFI 3.2A/5 or FIA 8856-2000
 - (b) **UNDERWEAR:** Underwear must be worn conforming with SFI 3.3, FIA 8856-2000 or FIA IOS 6940 (ISO6940 is allowed until June 30, 2010)
All Drivers must wear cotton under-garments. (eg no synthetic under wear, no under wire on bras) If jewellery can be taken off do not wear it while racing.
 - (c) **CRASH HELMETS:** Snell SA-2005 or Snell SA-2010, full faced helmet with a visor (No Goggles) Helmet must be in good condition, The Machine examiner may refuse to allow a driver to compete with any helmet which he/she feels is not of the correct pattern or has become ineffective.
 - (d) **HEAD AND NECK RESTRAINT:** All Drivers must wear a Head and Neck restraint (eg Hans Device, Leatt) which meet FIA or SFI 38.1 Standard. (A horse collar is optional when wearing a Head and Neck Restraint.
 - (e) **FOOTWEAR:** Boots must comply with SFI 3.3, FIA 8856 2000 or FIA ISO6940 (FIA ISO 6940 is allowed until June 30, 2010) Socks to be wool or better.
 - (f) **BALACLAVAS:** Balaclavas are compulsory and must comply with SFI 3.3, FIA 8856-2000 or FIA ISO6940 (FIA 6940 allowed until June 30, 2010)
 - (g) **GLOVES:** Gloves must comply with SFI-3.3, FIA 8856-2000 or FIA ISO6940 (FIA ISO6940 is allowed until June 30, 2010) Gloves must not be modified in any way.
 - (h) **ARM RESTRAINTS:** are compulsory and must comply to SFI or FIA Standards.
 - (i) One way communication to be mandatory for all Blue Ribbon events.
126. **GOGGLES** - DELETED 2009.
127. **GLASSES** - If worn shall be fitted with an approved safety lens.

128. PIT PROCEDURE

- (a) All drivers shall be required to be in the pit area 30 minutes prior to the scheduled commencement of the meeting, or when requested to do so by the pit marshalls or public address system.
- (b) Every driver shall be required to report his/her arrival to the pit marshalls.
- (c) Drivers shall not allow the engine of their car to make excessive noise when the loud speaker system is in operation .
- (d) Drivers shall not exceed 16 km/h. when travelling to and from the pit area.
- (e) When PUSH starting race car in the Pits, only licenced driver to be in vehicle and must be wearing their helmet.

CHAPTER IX STARTS, HEATS, SIGNALS AND TIMING

129. PUNCTUALITY IN STARTING - Drivers shall always be prepared to start in accordance with the programme and when called upon to do so by the duly appointed official. In the event of a driver arriving late at a meeting the steward shall report the facts to the State Association. In the event of a delay, the driver not having his/her vehicle on the track within two minutes after being called upon by the clerk of course by giving audible warning shall be excluded from the race

130. DIRECTION OF RACING - All Formula 500 races shall be run in an anticlockwise direction. Drivers shall traverse the track only in the direction nominated for the race and any driver otherwise so doing shall be excluded.

131. (a) **STARTS** - There shall be only two methods of starting

- (1) The Standing start
- (2) The Rolling start

131 (b) **RESTARTS** - That on all restarts the lead car **MUST** approach the witches hat between 25km/h and 40 km/h, the race will re-commence as determined by the lead car between the exit of turn 4 and the witch's hat. At Indian file restarts cars **MUST** remain in line behind the car in front. Pole car to hold his/her line until car passes the witch's hat. ie. no weaving on track. **INDIAN FILE MEANS NOSE TO TAIL.** The witch's hat is to be placed on the start/finish line, in the centre of the race track. All cars must drive between the witch's hat and the fence. Any cars driving below the witch's hat will be excluded from the race. Any cars passing before the witch's hat will also be excluded. Any car that hits the witch's hat will be sent ROF. A yellow light will be given immediately at which time the offender will be sent ROF. If an event is stopped with one lap remaining, the restart shall be run over two laps (Green, White Checkered).

132. **THE STANDING START** - It is a standing start when the vehicle or vehicles concerned have been started from a stationary position on the starting line or handicap mark, motors shall be running and all vehicles shall be in their correct balloted or handicap positions.

133. THE ROLLING START - A rolling start is one in which drivers shall traverse on preliminary lap, keeping abreast and in their correct balloted or handicap positions. The speed at which vehicles are rolling shall be set by the driver holding the pole position, but shall not be less than 25km/h or greater than 40km/h. Such speed shall be maintained until the order to start is given. All races start at a designated line known as the Knoxville Line. Cars will not break formation prior to the front row reaching this point. Any driver doing so shall be dealt with by the Steward.
134. STARTING POSITIONS - Starting positions shall be balloted for prior to an event unless otherwise herein provided in the presence of drivers competing therein. A ballot once drawn shall not be redrawn. A driver who as a result of his/her late arrival at a meeting, was not present when a ballot was conducted shall forfeit his/her right to draw in that particular event and shall start from the rear of the field. In the case of handicap events the handicaps shall be decided by the handicappers and positions shall be balloted for when two or more vehicles start from the same handicap mark.

All races are to be started in rows of 2. If a car is missing all cars move up numerically. On the track if the car ahead is missing you move forward and take its place.

135. MAINTAINING OF POSITIONS - A driver not keeping abreast and in proper starting or handicap position, or a driver increasing or reducing speed on approaching the start shall be penalised.
136. THE STARTING LINE - A line of sight between two specific objects at which point the timing apparatus shall commence and conclude.
137. DELAY OF STARTS - Any driver who, in the opinion of the Chief Steward is unnecessarily delaying the start of a race by failure to form into the correct starting position as soon as possible, or whose vehicle cannot be started, shall be penalised.

Vehicles having been put in motion prior to the commencement of a race may continue as slowly as practicable around the course, and only in necessity and within the instruction of the clerk of the course shall they overtake remaining vehicles about to be started.

138. STARTING OF RACES - All races shall be started by the Clerk of Course and if for some reason he/she considers a fair start has not or cannot be given, he/she shall immediately declare "no start" and order the drivers to come again to the starting line. The steward is empowered to stop a badly started race.
139. TRACK SIGNALS - Signals to drivers shall be given by lights or flags. When flags are used the flag shall be at least 1.21m in area.

The following shall be recognised as the standard colours for signals:

ROLLING START

- (A) YELLOW OR ORANGE LIGHT/YELLOW OR ORANGE FLAG (Before start of race)
Field to move off from starting line, rotate track in grid position, nose to tail formation at approx. 25 km/h.

- (B) FLASHING YELLOW OR ORANGE LIGHT/YELLOW OR ORANGE AND GREEN FLAG HELD TOGETHER
Indicates field is in order and ready for a start on the approach to the starting line. It also indicates to the pole cars to increase their speed to approx. 40 km/h.
- (C) GREEN LIGHT/GREEN FLAG
Indicates start to all races.
- (D) ORANGE OR YELLOW LIGHT/ORANGE OR YELLOW FLAG (While race is in progress)
Warns drivers of accident on track, all drivers must slow cars to 25 km/h and form Indian file position, nose to tail.
Steward may alter restart, to double file position by placing both his/her arms in the air.
- (E) RED LIGHT/RED FLAG
Stop as quickly and safely as possible, maintain position until notified.
Do not drive past accident under RED LIGHT if possible

STANDING START

- (F) GREEN LIGHT/GREEN FLAG
Indicates start to all races
 - (G) BLACK FLAG
Car to withdraw from race IMMEDIATELY
 - (H) BLACK FLAG WITH WHITE STRIPE
Indicates to driver possible disqualification after race.
 - (I) WHITE FLAG
Last lap
 - (J) CHEQUERED FLAG
Finish of race
 - (K) BLUE FLAG WITH YELLOW DOT
indicates to hold your line as you are being lapped by faster vehicles.
140. CROSSING A CONTROL LINE - The timing of a car crossing a control line shall be taken at the moment when the centre of the front wheels pass over that line, or where the timing apparatus is automatic in operation, at the moment when it is operated.
141. STARTERS ORDERS - Drivers and cars ready for the start are under the orders of the Starter from the moment when the starting flag is raised, until the start. The movements of the flag may be accompanied or replaced by any other appropriate signal provided for in the Supplementary Regulations, but in no case shall the starting signal be repeated.
142. FALSE START - A false start occurs when, before the start, a driver under starter's orders moves forward from his/her prescribed position.

143. PENALTY FOR FALSE START - The driver concerned will be sent ROF.
144. HEATS AND DIVISIONS - Starts may be arranged in either heats, or divisions. The make-up of heats or divisions in which drivers shall be started, unless otherwise herein provided, shall be determined by the promoters and published in the programme.
A driver shall start in specified heats only. Only those drivers qualified in their heats shall take part in the final. In the case of "Division" events there shall be no final and drivers may start in each division if so required, notwithstanding that unplaced drivers in the first division shall have priority to start in the second division.
145. CONSOLIDATION OF HEATS AND DIVISIONS - The pit marshalls in conjunction with the race manager shall be empowered to consolidate or otherwise modify the make-up of all heats and divisions except title events if the number of entrants at the start or other conditions warrant their so doing. Modifications to the make-up of heats of title events shall be at the sole discretion and with the express permission of the steward.
146. TIMING - Times shall be recorded by such apparatus as is approved by the State Association. In the case of manual or hand held timing (stop watch), the timing shall commence when the foremost part of the vehicle passes over the starting line and shall conclude likewise. When the timing apparatus is automatic it shall commence and conclude when actuated by the timing system.

CHAPTER X – DRIVING IN RACES

147. WITHDRAWAL OF DRIVER - Any promoter, official or agent withdrawing or attempting to withdraw any driver from a race or any driver refusing to drive at a meeting or in a particular race or races thereat without proper and adequate reason as furnished to the steward of the meeting shall be guilty of an offence and shall be dealt with accordingly.
148. LEAVING AND RE-ENTERING THE TRACK - The steward shall exclude any driver who used the inside (grass) edge of the course, or drives off the course, unless such an action is for the safety of other drivers, or is due to the action of another driver. Provided no hazard or interference is created or positions or ground is gained, a driver may re-enter the racing circuit after having been forced off. Re-entry to the track shall be parallel to the inside edge of the track, and shall be at a point as near as practicable to that at which the respective driver left the track. If a driver's re-entry causes any interference to other drivers or a hazard to be created, he/she shall be immediately excluded.
149. FOUL OR DANGEROUS DRIVING - The Steward shall exclude immediately a driver who, in his/her opinion, indulges in foul, unfair or dangerous conduct.
150. REMOVAL OF VEHICLE - If during a race or after a race has been stopped a vehicle has through some accident or mechanical fault become stationary on the track, the driver of such vehicle shall make every effort to expedite the removal of the vehicle from the track when so requested by the duly appointed official. Any driver or any other person who in any way obstructs the removal of a vehicle from the track shall be guilty of an offence and shall be dealt with accordingly.

151. **OUTSIDE ASSISTANCE** - The Steward shall report to the RDC for conduct prejudicial to the interests of the sport, any person who assists a driver to start in a race or rerun of a particular race for which he/she is not qualified, has been excluded from, or who is ineligible to compete therein, or any person who without due cause obstructs a driver fully qualified from restarting. Radio contact with drivers is not permitted except by designated officials on equipment that transmits to all drivers, one way only. Any driver receiving communication via radio other than from officials may be liable for exclusion from the meeting.
- (b) One way communication to be mandatory for all Blue Ribbon events.
152. **WITHDRAWAL FROM THE COURSE** - If in the opinion of the steward a driver has become a source of danger, or a vehicle is travelling at a slow speed, he may issue instructions to the Clerk of course to give the appropriate signal to the particular driver. Any driver whose exclusion from a race has been signalled shall immediately withdraw from the course.
153. **SEAT BELTS** - Once a competitor has entered the track, if their seat belt is unbuckled without the stewards prior consent, that driver is to be disqualified from that event (heat/race), unless the driver undoes their belts for safety reasons, (eg. tipped on side, fuel leaking, possible fire) and the driver can be ready to re-enter the race, by the time the rest of the field is ready to resume the race.
154. **STOPPING OF RACES** - If an accident has occurred and in the opinion of the steward it would be dangerous for the race to continue, he/she shall stop the race by displaying the stop signal. The steward only is empowered to stop a race and no other person shall display the stop signal without authority during a race.
155. **RERUNNING OF RACES**
- (a) Any driver who fails to start in, has retired from, or who is excluded or disqualified from a race which is ordered to be rerun, shall be ineligible to take part in the rerun.
- (b) Any driver who or whose vehicle is the primary cause of a race being stopped, in the opinion of the steward, shall be eligible to take part in the re-run from the back of the field. Any driver that is the primary cause of 'two' stoppages will be excluded from that race. ie. sent infield.
- (c) The steward shall permit a driver to take part in a rerun who as a result of being fouled may have caused a race to be stopped. The driver will restart in his/her original place as at the last completed lap. The driver shall use the same vehicle provided that it has been re-examined and certified race worthy and may receive outside assistance to restart his/her vehicle.
- (d) Drivers remaining for the rerun shall move up to fill any vacant positions.
- (e) Races shall be completely rerun from original starting positions only if stopped prior to the lead car completing the second lap or after the completion of first lap if transponders are used. If stopped thereafter the race shall be restarted in Indian file, the Drivers restarting in the order of their positions in the race as determined by the judge or lap scorers at the completion of the lap prior to the lap in which the race was stopped. Lapped cars are to go to the rear of field to their earned racing order on any restart.
- (f) In the case of a rerun, mechanics shall not enter the coarse proper until permission is granted by the clerk of the course, further, no refuelling, refilling of radiators and/or mechanical adjustments shall be made to any vehicle without the express permission of the steward. A breach of this Regulation shall render the exclusion from the rerun of the driver or drivers and vehicles concerned.

- (g) The steward's determination that a particular driver is the primary cause of a race being stopped shall be final, and no appeal against such determination shall be accepted.
156. DECLARING A RACE COMPLETE
- (a) Any race of more than six laps being stopped, with less than two laps to complete the programmed number of laps, may be declared completed.
 - (b) In the case of extreme or exceptional circumstances arising, the steward shall possess full authority to declare any race whatsoever complete.
 - (c) In the case of sufficient eligible drivers finishing to occupy the required places they shall be declared the provisional placegetters. Should insufficient drivers necessary to occupy the required places cross the finishing line, then the judge shall declare the provisional placings in the order of the eligible drivers positions at the completion of the lap prior to that in which the race was stopped.
 - (d) Any driver who or whose vehicle is the primary cause of a race being declared complete shall be ineligible for a placing.
 - (e) Any driver who may have been excluded during, or up until and including the time of the race being stopped shall be ineligible for a placing.
 - (f) The Chief Steward shall declare a race complete once the lead car has passed the checkered flag. If the yellow light/flag is shown after the lead car crosses the finish line any car that receives the checkered flag will be awarded their placing according to the order in which they cross the finish line. The remaining cars (excluding those deemed unable to restart) will be recorded as finishing in the order of their last completed lap not withstanding any penalties which could be applied by the Chief Steward.
157. RE-INSPECTION OF VEHICLES - Any vehicle which may have been involved in an accident during a race shall be subject to the machine examiners inspection before being eligible to compete in the rerun of a particular race or another event.
158. SUBSTITUTION OF A VEHICLE - The vehicle shall be defined as the Chassis and Roll Cage. A driver shall not substitute in a final, recharge or championship event any vehicle for that in which he/she gained the right to compete in such final, recharge or championship.
159. DELIBERATE BAULKING - A driver shall maintain his/her position on the track when being passed either on the inside or outside and shall not deliberately alter his/her course to cut across another driver's path. Any driver who deliberately baulks another driver shall be guilty of an offence and shall be excluded.

CHAPTER XI - TRACK RECORDS

RULES 160 & 161 DELETED 2009.

CHAPTER XII - CHARGES AND PENALTIES

162. OFFENCES - Any promoter or other official licensed by the State Association, or affiliated club, any driver, any agent or employee of a promoter, or a driver and any other person who commits or who appears to have committed a breach of these Regulations, or who fails to comply with an instruction lawfully given to him/her, may be charged therewith by the steward of the meeting and may be penalised. Furthermore, any person may be charged with conduct prejudicial to the interests of the sport and/or the Association.
163. PENALTIES MAY BE INFLICTED AS FOLLOWS - Reprimand, fine, relegation, exclusion, disqualification, suspension. Any such penalty so imposed shall be notified to the driver or drivers or persons concerned, expeditiously upon the conclusion of the event.
164. REPRIMANDS - Reprimands may be pronounced by the steward of the meeting and any such reprimand shall be recorded on the steward's report.
165. FINES - The infliction of a fine may be ordered by the steward of the meeting. No fine imposed by the Steward shall exceed \$500. Fines shall be paid prior to the commencement of the next scheduled meeting, and any fine not so paid shall render automatic suspension upon the person fined for the period the fine remains unpaid. The maximum time permitted in which to pay a fine shall be 14 days, provided only that no meetings are conducted within that period.
166. PROCEEDS FROM FINES - The proceeds for all fines shall be paid to the credit of the State Association.
167. RELEGATION - A competitor may be relegated an appropriate number of places at the conclusion of an event for an infringement that requires a penalty but is not bad enough to warrant disqualification. Eg. Passing with a wheel inside the curb throughout the overtaking manoeuvre but without making contact.
- 167a. EXCLUSION - A person, body or car when excluded shall be expressly forbidden by the Association to take part in, or in connection with any particular competition or meeting or having taken part in any competition when eliminated therefrom or forbidden to participate in any award in or in connection with that competition or to be placed therein. A person sentenced to exclusion shall forfeit to the promoters any entry fee for any competition to which the sentence relates. A sentence of exclusion may be pronounced by the steward. In the case of a driver having been excluded during a race, which he/she has completed, the following driver or drivers shall be advanced on place and the results of the race amended accordingly.
168. DISQUALIFICATION - A sentence of disqualification may be pronounced by the steward of the meeting in accordance with these regulations.
169. SUSPENSION - A sentence of suspension may be pronounced by the steward of the meeting in accordance with the provisions of these Regulations. The steward shall recall the driver's licence for the period of the suspension, such licence shall be passed to the State Association, and any delay in the handing over of the licence will be added to the period of suspension.

170. NOTIFICATION OF SUSPENSION - The imposition of the sentence of suspension upon a driver shall be notified to all other constituent or affiliated Associations and Promoters.
171. APPEAL NO BAR TO THE EFFECT OF SENTENCE - Any penalty inflicted in accordance with these regulations shall have effect forthwith notwithstanding that it may have been appealed against.
172. REMISSION OR ADJUSTMENT OF SENTENCE - Subsequent to an appeal being lodged against a penalty imposed by the steward, the State Association shall have authority in the imposition of a greater sentence or the remission or adjustment of any such penalty previously imposed. Absolute authority in all matters of penalties and sentences shall rest with the State Association, to which body further appeals may be made against the ruling of the RDC.
173. DRIVERS UNDER SUSPENSION - Any driver while under a term of suspension shall not compete on any other speedway.

CHAPTER XIII - PROTESTS AND APPEALS

174. RIGHT TO PROTEST - Any driver licensed under these Regulations who may consider him/herself aggrieved by any act of omission on the part of any other driver or any irregularity occurring during the course of a race in which he/she is or has been taking part shall be entitled to protest as set out in this chapter. Any driver wishing to protest the Steward must approach the Drivers' Representative of the meeting with his/her Rule Book and indicating/showing the Drivers' Representative as to which Rule he/she wishes to use in regard to the protest.
175. LODGING OF PROTESTS - Every protest shall be in writing and signed by the protester. The intention to protest against any alleged irregularity at all occurring during the course of a race shall be signified to the clerk of course prior to the protester leaving the course proper. The protest in writing shall be lodged with the steward within ten minutes of the completion of the particular race, together with the requisite fee, \$100.00. Nothing in this regulation shall have effect or prejudice the right of any officer, acting in his/her official capacity to take such action as he/she may deem proper in the circumstances.
176. OMISSION TO NOTIFY INTENTION TO PROTEST - No protest in writing shall be accepted unless verbal intention to lodge such protest was given to the clerk of course in accordance with these regulations, and prior to the protester leaving the course proper.
177. RIGHT OF APPEAL - Every person affected by a sentence or decision given under these Regulations shall have a right of appeal as follows:
- (a) From the decision of the steward, or an official of the meeting to the RDC;
 - (b) From the decision of the RDC to the State Association.

As a general principle an appeal against a question of fact cannot be accepted. If the steward in the exercise of his/her duties has declared a fact to have occurred, it must be assumed that in fact it did occur.

178. NOTICE OF APPEAL - Every notice of appeal shall be in writing, signed by the appellant, and shall be addressed to the secretary of the body to whom the appeal lies, together with the requisite fee, \$50.00.
179. TIME LIMIT FOR AN APPEAL - Every notice of appeal directed to the RDC shall be lodged within ten minutes of notification of the decision appealed from. Every notice of appeal directed to the State Association shall be lodged within five days of notifications of the decision appealed from. Verbal intention to lodge such an appeal, shall be notified to the secretary within 24 hours. Every appeal shall be accompanied by the requisite fee, \$50.00.
180. HEARING OF PROTESTS AND APPEALS - The hearing of a protest or appeal shall take place as soon as possible after it has been admitted. All interested parties shall be summoned to attend the hearing and may be accompanied by witnesses. They shall state their case in person and not through an advocate.

In the absence of any interested party or of his/her witnesses judgement may go by default, provided only that the adjudicators are satisfied that the party concerned was aware of the time, place and date of the hearing and were summoned to appeal In accordance with these Regulations.

If available video evidence to be taken into consideration when the appeals committee are examining the facts regarding suspensions and hearing appeals.

181. ADJUDICATION OF PROTESTS AND APPEALS - Any protest or appeal arising out of a meeting and lodged in accordance and within the time specified in these Regulations shall be adjudicated upon by the RDC and/or the State Association with the least possible delay, and in any case a decision shall be reached prior to the commencement of the meeting following that at which the relevant subject arose. Should an appeal be received by the State Association concerning the condition of a particular vehicle they may instruct the specifications committee to inspect same and submit a complete report on the vehicle in question together with their recommendations.
182. WITHHOLDING OF AWARDS - No moneys shall be paid or other award made to a driver for a race in connection with which his/her actions are the subject of a protest or appeal until the protest or appeal has been adjudicated upon. Should the RDC consider that the result of such adjudication upon a protest or appeal may necessitate an alteration to the distribution of moneys or awards due to other drivers competing in the particular race, then such moneys or awards shall be withheld until the matter is finalised. If after the distribution of moneys or awards a decision is made pursuant to these rules which affects the results of a race any person who is adjudged ineligible for such, shall on demand return such moneys or awards to the Association and/or affiliated club.
183. RERUN AFTER PROTEST OR APPEAL - No race shall be ordered to be rerun as a result of the appropriate authorities adjudication upon any such protest or appeal.
184. JUDGEMENT ON PROTESTS OR APPEALS - All parties concerned shall be bound by the decision given by the appropriate authority to whom they directed their protest or final appeal in accordance with the provisions of these Regulations.

185. ORDER AS TO PROTEST AND APPEAL FEES - When giving judgement on a protest or an appeal the authoritative body may make such order as to the return or forfeiture of the protest or appeal fees as it may deem fit.
186. PUBLICATION OF JUDGEMENT - The State Association shall have the sole right to publish or cause to be published a judgement on a protest or appeal, and to state names of all parties interested. The parties or bodies referred to in such notices shall have no right of action against the RDC or State Association or against any person publishing any such notice.

CHAPTER XIV - PAYMENT TO DRIVERS

187. METHOD OF MAKING PAYMENTS -
- (a) The promoter with the approval of the State Association or affiliated club may Pay the drivers direct in accordance with the approved prize money schedule.
 - (b) The promoter may pay all moneys into the Association competitors account. Prize money shall then be dispersed by the Association Treasurer in accordance with the approved schedule.
188. DISCHARGE OF LIABILITIES - The promoters shall discharge all liabilities in respect of payments to drivers within seven days of the date on which such payments were earned. Failure on the behalf of a promoter to discharge all liabilities in respect of payments to drivers within seven days shall entitle the Executive Committee to use moneys held in bond, trust or securities to discharge such liabilities.
189. QUALIFICATION FOR STARTING AND/ OR APPEARANCE MONEY - A driver shall be deemed to have qualified for starting and appearance money if after receiving the starting signal he moves under power in a forward direction.
190. EXCLUDED OR DISQUALIFIED DRIVERS PAYMENTS - Any driver who is excluded or disqualified for a breach of these regulations shall forfeit his/her rights to the prize money provided by the approved schedule for the particular event.
191. DEAD HEATS - In the case of a dead heat the sum of the total prize money for the two placings concerned will be divided equally between the two successful competitors. In the case of a championship dead heat, the drivers concerned will decide, in conjunction with the Steward, the type of elimination to be used. Any rerun will only be between these drivers.
192. DEDUCTIONS FROM PAYMENTS - A promoter may deduct from any payments due to driver, any moneys agreed to be owing under these regulations by the driver to the promoter.
193. ABANDONMENT OF MEETINGS - In the case of a meeting being abandoned as provided in these regulations prior to the sixth event, the drivers shall not forfeit all rights to the prize money won in those events up to the abandonment of the meeting.

CHAPTER XV - TITLE EVENTS

194. ENTRIES -

- (a) Entries for all Title Events shall close at the State Controlling Body's discretion prior to the scheduled event;
- (b) Only drivers who hold Australian Citizenship and an open licence shall be eligible to nominate for and compete in an Australian Formula 500 Championship meeting, at any other Championship meeting only drivers holding an open licence will be eligible to nominate for and compete at that meeting.

195. STARTING POSITIONS - Starting Positions in all heats shall be balloted for prior to the event.

196. STATE TITLES AND SPECIAL EVENTS - Provisions governing the conduct of a State Title or Special Event organised by a promoter shall be such as are mutually agreed to by the promoter and State Association. State Titles must comply with the Formula 500's Australia Inc. Racing Regulations and Specifications, States may select **whatever format is agreeable with the Club and Promoter**, ie. "How many Rounds of Heats, one or two days, etc."

197. POWER TO ACT - In the case of conditions arising during the conduct of any Title Event for which no provision is made in these regulations, the RDC shall have the right of decision and power to act.

198. AUSTRALIAN CHAMPIONSHIP - All Australian Championships are to be held on the Easter weekend each year. Host State must give the National Secretary six (6) months notice of the day. No other major meeting or title events for Formula 500 are to be held in any State. Host State excepted, where the total payout to drivers exceeds \$1,000 on the weekend or the time of the National Formula 500 Championships. In order to constitute an Australian Championship ALL States and Territories must be invited and represented by 3 States or Territories minimum.

2 DAY RACE FORMAT - Day 1: Scrutineering, Practice, 3 Rounds of Heats
Day 2: Round 4 of Heats, 'B' Main, 'C' Main (Optional), Final.

Host State 'Order of Rotation' for Australian Championships is as follows:
W.A., QLD, N.S.W., S.A., N.T., A.C.T., VIC., TAS.

ALL AUSTRALIAN SPEEDWAY CHAMPIONSHIP EVENTS
ARE TO BE HELD DURING NIGHT TIME HOURS
(NO DAY TIME MEETING ALLOWED)

If any State fails to attend a Formula 500's Australian General/AGM meeting for two consecutive years, that State/Territory will forfeit their right to host the Australian Championship in that rotation.

If a championship meeting is rained out before a full round of heats have been run then the whole meeting be run again. If a full round of heats has been run then it can be continued the next day. If the next week or any other, the whole meeting must be rerun.

Distance:

Heats..... 10 laps
Championship - nearest number of laps to 10 kilometres

Number of Competitors:

Heats (minimum of 10 cars per heat, maximum of 13 cars per heat at time of nominations).

MUST BE A ROLLING START

Minimum Prize Money for an Australian Title \$10,000.00

199. **METHOD OF ELIMINATION** - The method of elimination will comprise a series of heats. Each driver will compete four times against a varied field. Draw to be done in such a way that all drivers will get a front quarter, 2nd quarter, 3rd quarter and a rear quarter. Points will be allocated for every position filled in each heat in accordance with the following schedule. Grid draws for all Australian Championship heats are to be attended by a J.P. or Magistrate.

Placing	Points	Placing	Points
1st	25	7th	6
2nd	20	8th	5
3rd	17	9th	4
4th	12	10th	3
5th	10	11th	2
6th	8	12th	1

FINAL: The top point scorers from the heats to 16th place will go through into the Final. (Please note that several cars could be tied on points for 16th place, all of whom must go into the Final. In which case, more than 20 cars will qualify for the Final. State Regulations on the number of cars allowed on the track at one time should be known.)

'B' MAIN: Maximum of 20 cars (allowing for the 1st four (4) place getters from the 'C MAIN' to go ROF, if a 'C MAIN' is run.

'C' MAIN: (Maximum of 20 cars) first four (4) transfer to 'B' Main (ROF) (if enough cars warrant it and promoter is agreeable).

Consolation Race may be run if agreed by Promoter.

Reserves for Final: If 21 cars or more start the Final, no reserves will be used. If less than 21 cars start the Final, reserves may be used.

The highest point scorer in Championship heats shall be allocated pole position at the grid in the Final. The positions of any cars tied on points will be determined by their fastest lap times in the heats.

The Current Australian Formula 500 Champion, if he/she fails to qualify for the Final, through the heats, and B & C Main after making a bonafide attempt, can start from the rear of the field in the Australian Formula 500 Final.

- (b) Electronic lap scoring and timing to be used for National and State Titles. Manual lap scoring to be used as a back up if required.

200. **CLUTCH START** - Where a scratch start is used, such as in Short Circuit Racing the method of starting will be a Clutch Start. The grid positions will be staggered starting with two cars on the front of the grid followed by three cars in the next row then two cars then three cars to the rear of the grid. The Final of a Short Circuit Championship shall be limited to eighteen (18) cars.

HEATS	nearest number of laps to	2.5 kms
FINAL	nearest number of laps to	10 kms

201. **AUTHORITY TO MODIFY** - Formula 500's Australia Inc. may from time to time increase or decrease the distance and/or method of running title events.
202. **REGISTRATION NUMBERS** - Registered numbers available for allocation shall be from one onwards and numbers shall not be duplicated. Fractional numbers are not permitted, nor may letters be appended except to designate State, section thereof or Country. Registered numbers on Formula 500's shall be a minimum of 20cm high and shall be clearly positioned, one on the nose cone, and one on each side of the car or rear body. Numbers and background colours to be approved by State Association.
- 202-B. **REGISTRATION OF CARS** - All cars must be registered in the State in which the owner is principally resident (with the exception of GLB Association). All registered cars will be issued a Vin Number (Vin Number MUST be placed on the roll cage facing driver when seated, this will be an accessible place for scrutineers to check. See diagram Overall View, page 60 for positioning.) The Vin Number issued and placed on the car MUST correspond with the Vin Number on the Rule/Log Book issued to that car.
- In the case of a driver having more than one car that he/she may drive, the owner/driver may use the same racing number, BUT each car must be registered and have its own separate Vin Number and Rule/Log Book.
- If an owner wishes to invite a guest driver and both cars or more are racing on the same night, duplicate numbers will then not be permitted. The lap scoring number must be changed to a number approved by the Association or Club organising the night's racing. eg. an owner or driver may have two (2) or more cars with the same racing number displayed; ie. two cars with number 16, each of these cars MUST be registered separately and have their own Rule/Log Book and Vin Number.
- Please note: If Rule/Log Book does not correspond to the Vin Number on the car, that car cannot be raced until correct Rule/Log Book is presented at Scrutineering.
203. **RENEWAL OF REGISTERED NUMBERS** - Upon a vehicle being registered the number thereon shall remain the property of the person granted the original registration. In the case of a number not being registered for one complete season it shall then become available for general allocation. Should a particular number be registered but not used for one complete season then such number will also become available for general allocation.
204. **MAINTENANCE OF VEHICLES** - It shall be permissible for a promoter to equip and maintain workshops for the tuning of drivers' vehicles provided that a fair charge for the costs of such tuning, as may be approved by the State Association, is made to each driver concerned.
205. **INSPECTION OF VEHICLES** - Drivers and/or owners shall submit their vehicles for inspection and when required by the Machine Examiners or Specifications Committee.
206. **MEASUREMENT OF ENGINE** - If an engine is measured at the request of a driver he shall bear any expense incurred to a maximum of \$500.00, thereby. If measured to determine an appeal, the party against whom the decision is made shall bear the costs, and the registration of the vehicle may, if the engine is oversized, be suspended until all costs incurred are paid. Also see (Rules 215 & Specifications 8 (j) for Penalties).
207. **Australian Championship Presidents Trophy TO BE RETAINED BY THE WINNER FOR A PERIOD OF ELEVEN MONTHS THEN RETURNED TO THE STATE SECRETARY** to check for repairs and forwarding to Promoting State for presentation. Promoters of Championships to provide a token trophy for presentation to the winner.

208 PRIZE MONEY AUSTRALIAN CHAMPIONSHIP

- (a) Prize money for all National events to be paid by the host club to the State Association and the State Association will then reimburse the club at the Championship venue on the date of the said Championship.
- (b) VENUE BOND - A venue bond of one-third of the total prize money shall be payable to the Australian Association a minimum of 30 days prior to the Championship date. Should the venue receive a vote of no confidence as to its condition by the Committee of the Association then the venue bond will be forfeited.

209. PRACTICE - All entrants to be granted time to practice; time for practice is to be organised between the host state and Speedway Promoter. At a Championship, a minimum time is to be set for practice, based on;

- 50 car entries: 1½ hours
- 75 car entries: 2 hours, and so on.

210. After National events no car to leave the track for ten minutes which is the period of time during which a protest may be lodged.

211. Australian Dirt Track and Short Circuit Championships are to be held in one State each year.

Should a Short Circuit vacancy occur then the option remains for any State to apply for the vacancy and can be held at any time during year of Title.

212. If the host State cannot, for any reason, hold the National Titles, then the succeeding host State will be required to take over.

213. ANNUAL GENERAL MEETING - To be held at the time and place of the National Championships (Dirt Track) on the day after the Championship; meeting.

214. AGENDA ITEMS - Agenda items must be postmarked at least sixty (60) days prior to the Annual General Meeting (AGM) and in the hand of the Secretary by that time. No agenda items will be accepted after this date and no agenda items will be accepted from any State Association should they be unfinancial on said date. The AGM agenda items and notices of motion should include the reasons for the changes suggested. The submitting association should explain their reasoning.

The Secretary shall give members at least thirty (30) days notice in writing of all agenda items for an AGM or general meeting.

215. The use of illegal fuels and oversize engines shall carry an automatic suspension of TWO YEARS. Further offences by the same competitor shall carry SUSPENSION FOR LIFE.

216. TESTING OF FUEL - Whenever fuel is collected and tested, half of the sample should be sealed and given to the home association.

217. DELEGATES - The only delegates permitted to vote at Formula 500's Australia Association meetings must have been elected at a duly constituted meeting of their State Association and the names of said delegates must be forwarded to the Australian Secretary at least 14 days prior to the AGM.

218. **CHANGES TO RULES AND SPECIFICATIONS** - The only changes that may be made to the rules, regulations and specifications for Formula 500 racing must be made at a duly constituted Annual General Meeting of the Formula 500's Australia Association. Any **NEW RULE OR SPECIFICATION** that is passed at the AGM, will not come into force until the 1st of July of that year.
219. **SCRUTINEERS** - A meeting of State scrutineers who are present at the Australian Titles should be held with the Australian Executive and the examiners responsible for scrutineering the cars for the championship events, prior to machine examination, to straighten out any problems which may occur and at least have an agreed direction. Scrutineers and others who assist shall be given passes (Gate & Pit) at Australian Speedway Titles, provided they are authorised by the State Association who is running the Title.
220. **PRACTICE - DELETED 2011.** See Rule 209.
221. **PUSHER CARS** - A minimum of two pusher cars are to be present at championship meetings for assistance to start cars in heats and finals.
222. **PROGRAMME** - The Australian Title event must be the main event on the programme and the promoters should be requested to advertise as such on the frontispiece of the programme.
223. **DRIVERS' REPRESENTATIVE** - The driver's representative should not be a driver, official or mechanic acting in their capacity at a meeting.
224. **GATE PASSES** - Gate moneys or passes for the entire meeting be it one, two, or three days/nights, for a driver and two pitcrew may be arranged by the promoter.
225. **SUPPLEMENTARY REGULATIONS** - The promoter's proposed schedule of the programme and the supplementary regulations are to be forwarded to the appropriate body for approval, whether State Association or the National Body.
226. **GRID POSITIONS** - If a car is missing prior to the meeting commencing, the grid positions will be adjusted forward numerically. If a car cannot take its position after the meeting commences or the creation of a grid draws (whichever occurs later), the race draw will not be changed. Instead, all cars in the row behind the vacant position will move directly forward until gaps are filled.
227. **ADDITIONAL RACES** - Additional races for non-qualifiers are to be scheduled on the National Championship Finals programme.
228. **GRID DRAWS** - Grid draws for all Australian Championship heats are to be attended by a J.P. or Magistrate.
229. **ENGINE TESTING EQUIPMENT** - Each State body will carry the necessary equipment to carry out engine capacity checks at Australian Titles. Such checks to be done in a clean and crowd free area in the presence of the officials, placegetters and their crews only.
- (a) The first three placegetters in the National Championship or if the supplementary regulations states for an event, will have their engine capacity measured at the driver or owner's expense. If an engine is found to be illegal the next placegetters engines will be measured. Any person refusing to allow an engine to be checked, the said car will be excluded from the meeting and all results in regard to the entire meeting and the prize money forfeited.

APPENDIX A

ASSOCIATION APPEAL COURT

1. ESTABLISHMENT AND TITLE - In accordance with the provisions of GCR 177 a final Court of Appeal in respect of Formula 500 competitions is established by the Association and shall be known as the "Association's Court of Appeal" hereinafter referred to as "the Court".
2. COMPOSITION - The Court shall comprise of the President, Vice President and Secretary.
3. APPOINTMENT - The Chairman and members shall be appointed by a General Meeting of the Association, the Chairman being nominated as such by the General Meeting.
4. TENURE OF OFFICE - Members of the Court shall hold office for a period of twelve months, unless
 - (i) they or any of them resign, or
 - (ii) their appointment to the Court is terminated by written notice given pursuant to the majority vote of members of the Association assembled in meeting and so resolving.
5. FILLING OF VACANCIES - Vacancies occurring on the Court shall be filled by persons nominated by the Chairman.
6. FUNCTIONS -
 - (a) To act as a final Court of Appeal after the earlier avenues of protest and appeal to the Association have been exhausted.
 - (b) To act as a Court of Final Appeal for any person who claims that any executive decision made by the Association is ultra vires and unconstitutional.
 - (c) To act as a Court of Arbitration between and dissident parties in respect of a matter related to Formula 500 Sport, subject to the provision of Article 7 (A Right to Appeal) here following.
7. RIGHT OF APPEAL
 - (a) In respect of paragraph (a) of Article 6 above, the right of appeal shall lie without hindrance.
 - (b) In respect of paragraph (b) of Article 6 above, right of appeal to the Court shall be dependent upon leave to appeal having been granted by the Management Committee of the Association and in its absolute discretion and there shall be no appeal from the decision of the Management Committee in respect of the granting or otherwise of the leave to appeal.
 - (c) In respect of paragraph (c) of Article 6 above the right of appeal shall be dependant upon agreement between the parties to be bound by the Court's decision in such matter.
8. TIME LIMITS FOR HEARING - All appeals shall, except by agreement between the parties concerned and the Court be held within 30 days of the expiration of the period during which appeals could have been lodged under the provisions of Chapter XIII of these rules. Provided that, in no case shall the hearing, be delayed beyond 60 days from such date of expiration aforesaid.

9. SUBMISSION OF APPEALS - Appeals must be submitted in accordance with Chapter XIII of the GCR's and the written submission shall be submitted in duplicate.
10. PROCEDURE AT HEARINGS - The order of business and mode of conduct of any hearing shall be as determined by the Court. The Court shall be addressed standing, unless the chairman directs otherwise. Except in the examination of witnesses, the Court only shall be addressed.
11. REPRESENTATION - The Association shall have the right to be represented at the hearing of any matter before the Court. All parties to an appeal shall have the right either to present their case in person or to representation by an advocate.
12. POWERS OF THE COURT - The Court shall be empowered to:
 - (i) hold any hearing or part thereof in camera.
 - (ii) admit accredited representatives of the Press at the Court's discretion.
 - (iii) clear the Courtroom for purposes of deliberation.
 - (iv) order from the Courtroom any person who is in the Court's opinion guilty of behaviour insulting to or contemptuous of the Court of any person present, prejudicial to the proper hearing of the matter.
 - (v) summarily fine any person or party subject to the Association for noncompliance with any order as is specified in paragraph (iv) above or for any other behaviour as is specified in the said paragraph. Provided that no fine so imposed shall exceed \$50 in respect of any one offence by any one person or party. The provisions of GCR shall apply to such fines if imposed and no appeal shall lie in respect of such summary imposition.
 - (vi) remit all or part of any fine imposed in accordance with paragraph (v) above, upon such grounds as it may deem fit.
 - (vii) adjourn the hearing of any matter before the Court until such date, not exceeding thirty days later than such adjournment, as it may deem fit.
 - (viii) order the return of appeal fees to an appellant, or order the estreating of appeal fees only in the case that an appeal transpires at the hearing, in the opinion of the Court, vexation or frivolous.
 - (ix) summon before the Court any person or body or the representative of such body, subject to the Association.
The Secretary to notify each, individually by post, to attend.
 - (x) award costs against an unsuccessful appellant, and subject to the provisions of GCR 185.
13. RATIFICATIONS - Decisions made shall be final. However, nothing shall diminish the right of the Court to exercise clemency by way of reduction or remission of any penalty (see GCR 172).

Formula 500's Australia Inc.

SPECIFICATIONS



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SPECIFICATIONS FOR FORMULA 500's

compiled for FORMULA 500's AUSTRALIA

DELETED LINES 2009

**All Material Tolerances used within this Specification Book MUST BE
in accordance with the applicable Australian Standards.**

1. GENERAL DIMENSIONS:

- (a) The Formula 500 wheelbase and track
Wheelbase - maximum 1.676m - minimum 1.52m.
Maximum width of the front track to be 1450mm and maximum width of rear track to be 1500mm. Front and rear track to be measured from the outer most part of rim to outermost part of rim, ie. (Bead, Beadlock Plate or Bolt) at lowest point on rim.
- (b) Wheels - NO DUALS PERMITTED
- (c) No restriction on tyre profile but wheel rims to be no greater than 10 inch (254 mm) diameter.
Tyres must be showing an unbroken tread pattern, or be a factory manufactured slick.
- (d) Cars must have suspension on front and rear wheels. No restriction on type of suspension. Suspension tubing sizes shall be a minimum of 12.7mm x 1.6mm wall thickness, front and rear.
The minimum size rod ends allowed for suspension or steering should be no smaller than 9.5mm.
All stub axle spindles on steer wheels to be a minimum of 15.8 mm diameter regardless of material used.
All wheel studs to be a minimum of 9.5mm - high tensile. This does not apply to front spindle mount wheel centres or rear splined mount wheel centres. The welding in of headless studs is prohibited. Chrome Moly 4130 steel tubing allowed as an equivalent size and strength to mild steel 12.7mm O.D. x 1.6 mm wall thickness minimum.
Front beam axle must be constructed of 32mm in seamless cold drawn tubing, or equivalent, with a 3mm wall thickness minimum. Chrome Moly or equivalent strength material may be used, 32mm minimum size is to still apply.
Rear beam axle to be constructed of a minimum of 30mm hollow / solid axle with 5mm wall thickness.
Rear Beam Axles fitted with clamp type hubs must have quick release pins of a minimum 3 mm thickness, to prevent the hub sliding off the axle. Splined Rear Axles with right and left handed nuts securing wheel hubs have the option to use quick release pins in the axle ends.
The axle shaft (including "R" Clips) is not allowed to protrude past the outside edge of the rim.
Axle nuts must be minimum of flush with end of axles.

(e) Chassis - no restriction on type of construction. Must be of sound engineering principle, constructed of tubing and suitably braced. Cars constructed prior to July 2007 may be constructed of square or round tubing of the minimum size of 19mm x 1.6mm wall thickness. Chassis must have webbing between top and bottom rails and be of a minimum of 12.7mm x 1.6mm wall thickness tube. The maximum distance between the uprights to be 450mm. Any material may be used on the construction of the frame provided that it is equivalent in strength and size as laid down by the Standards Association of Australia, to 19mm x 1.6mm wall thickness mild steel tube.

Cars constructed after July 2007 must comply with material dimensions set out in SPECIFICATIONS Rule 17 Roll Cages and Chassis.

(f) Weight Rule – minimum 320 kilograms, combined weight of car and driver at any time **and applies to 3 & 4 cylinder engine powered cars only**. If added weight is required, weight must be fitted by using 10mm x grade 8 bolts, number of bolts used will be calculated by size of weight (eg. 2 to 3 kilos use 2 bolts, 1 kilo x 1 bolt).

Weights may be fitted to seats or attached to spuds welded to the chassis. The mounting of the weight must be to the satisfaction of the State Scrutineer and be accessible to the scrutineer for checking. Weights are required to be identifiable to the car, eg. stamped with State Initial and car number.

Penalties for breach of the weight rule; loss of all points, placings and prize money from that meeting, second (2nd) offence of this rule will incur a three (3) months suspension, third (3rd) offence of this rule will incur a twelve (12) months suspension.

(g) Overall length - the maximum length of the vehicle overall is not restricted, however it is suggested that the overall length should be limited to approximately 2.74m.

(h) All hand operated controls, except gear change/clutch lever, must be inside the roll cage area. Gear change/clutch lever may be positioned outside the cockpit (not exceeding 100mm) providing adequate protection is provided in that area to prevent the driver's hand coming into contact with the chain.

2. ENGINE:

(a) Moratorium on engine prohibits variations to engine rules from 30/6/2010 until 30/6/2013.

(b) Maximum engine capacity 500cc plus 10% for two stroke engines. Maximum engine capacity 625cc for four stroke engines. Inlet restrictor: inlet restrictor maximum bore diameter 35mm (may be oval but cannot exceed 35mm bore diameter rule at the widest point), must be fitted between the carburettors and the cylinder head of 4 cylinder, 4 stroke engines only. The carby inlet manifold adaptor rubber may be deemed to be the restrictor and must not exceed the 35mm bore diameter rule. Carbies that have a removable aluminium tubing, manifold that is between the Carby main body and the rubber inlet manifold. This tube may be deemed to be the restrictor and must not exceed the 35mm bore diameter rule. PLEASE NOTE: The penalty for failing to comply with the Restrictor Size Rule shall carry an automatic suspension of three (3) months.

(c) Rotary motors. As rated by the Federation Internationale de l' Automobile, March 23rd, 1976. "Rotary engines will be admitted on the basis of piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum capacity of the working chamber."

- (d) Compression ratio is not restricted. Any other type of engine must be approved by the Specifications Committee. NO SUPERCHARGERS. No supercharging-turbocharging or artificial aspiration of any form permitted.
- (e) Remote controlled engine management systems are not allowed. No electronic fuel injection allowed on engines over 550cc regardless of original equipment manufacture (OEM).

3. TRANSMISSION:

- (a) Any car in which the driver sits over or in which the driver is in close proximity with an exposed drive shaft or chain etc. must be equipped with a suitable protective cover. Drive from rear axle. Definitely NO front wheel drive.
- (b) Clutch - Each car MUST have an operational clutch that allows the car to be stopped in gear with engine running.
- (c) Chain guards - All drive chains and all belts not just primary chains, must be fitted with guards if damage to driver, fuel lines, electrical equipment or brake lines may occur, minimum size of suitable material 2mm thick, 35mm wide. Left side Chain Guard, left side drive cars must have a chain guard, min of 35mm x 2mm thick and must prevent injury to the driver. The chain guard must go from the front sprocket to the most rear point of the seat.

4. BRAKES:

All cars must be fitted with an effective braking system.

5. STEERING:

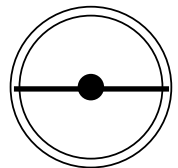
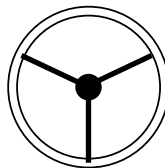
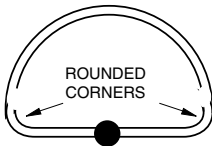
All types of steering wheels are permitted with the exception of wire spoked wheels. Half steering wheels permitted (see diagram). Must be made in an unbroken line and have centre brace fitted or to be of a commercially manufactured type. NO SHARP EDGES. Approved, removable steering wheels are mandatory.

Steering tube size shall be a minimum of 12.7mm by 1.6mm wall thickness.

(a) STEERING SHAFT

minimum material of 19mm x 1.6mm wall thickness steel be used.

If using aluminium, minimum material size to be 22mm with 6mm wall thickness.



6. THROTTLE:

Cable operated accelerators with positive return on the carburettors do not need a return Spring. Rod operated accelerators must have a return spring on the pedal.

7. IGNITION:

- (a) If battery is not dry-cell, it must be in an enclosed battery box.

Each car must have an ignition switch or magneto cut out switch in good working order located in easy reach of the driver. Switch to be clearly marked ON/OFF, to be located in an accessible location in the cockpit. A triangle of contrasting colour a minimum size of 7.5cm x 7.5cm showing ON/OFF markings to be on exterior of body in close proximity to switch.

- (b) Electronic Traction Control: NO ELECTRONIC TRACTION CONTROL ALLOWED.
- (c) All 4 stroke cars to have a fusible link (maximum 30 Amp) between the battery and the ignition switch.

8. FUEL SYSTEM:

- (a) All cars must have a quick action shut off tap in the main fuel lines before the fuel pumps located in an accessible location as close to the fuel tank as possible.
- (b) All aluminium fuel tanks must be constructed of a minimum thickness of 2mm material.
- (c) All fuel tanks must be firmly fixed to the frame or roll cage.
- (d) No plastic fuel lines to be used except nylon reinforced or neoprene.
- (e) Tanks to be fitted with metal screw caps or metal spring clip type. Spring clip type fuel filler caps to be pinned or wired to prevent opening in the event of an accident.
- (f) Breather Hoses to be fitted to tanks to prevent spillage from rollovers or collisions, and must go to Bottom Chassis Rail. If a proprietary produced check valve is used it shall be in the configuration provided and will not require a breather hose unless specified by the manufacturer.
- (g) Fuel tanks - any part not to be fitted higher than rollcage.
- (h) All fuel lines must be securely clamped or may use approved push-on fittings and hose. Eg. Speed Flow, Earls etc. No wire to be used.
- (i) Petrol will not be permitted as a fuel. Alcohol or methanol fuels with lubricant additives ONLY to be used. The use of Nitro is specifically prohibited and artificial aspirations in any form are not allowed.
- (j) Whenever fuel is collected and tested, half of the sample shall be sealed and given to the home Association. PENALTY - The use of illegal fuels or oversize engines shall carry an automatic suspension of a minimum of 2 years and any further offences by the same competitor shall carry SUSPENSION FOR LIFE.

9. BODY GROUP:

- (a) Car must be fitted with a sturdy cowl and nose piece and body protecting the driver and mechanism and be so constructed as to allow the driver to enter and leave the car easily. All cars must have a rear body piece/tail, so as not to detract from the appearance or the race car. Adequate cockpit room is required.
- (b) Firewall - a Metal firewall must be fitted between the motor and the cockpit completely separating the driver from the motor, minimum thickness 1.6mm. The seat in rear engine cars are to be considered part of the firewall, if the seat is made of metal. All unnecessary holes or openings to be sealed with metal or flameproof material.
- (c) Under pan or tray - All cars must have floorpans or sub floor made of steel or aluminium that must extend the full length of the driver's compartment to the front of the driver's seat. Steel or aluminium thickness must be 1.6mm minimum. Any seat, not of metal, must have floorpan to the rear of the seat. Floorpans have a maximum of 4 holes within driver's compartment of 38.1mm maximum for cleaning purposes only. The seat to be mounted in a manner so that in the event of losing the underpan or tray, the seat cannot pass between the chassis rails. Cars equipped with bellypans made of fibreglass or other breakable materials must contain metal sub floors. Underpans enclosing engine compartment must contain suitable drain holes behind the firewall in case of fuel leakage.

- (d) Use of carbon fibre and/or Kevlar wing protectors, body panels, rear body/tail pieces and bonnets to be permitted.
 - (e) Seats - All vehicles to use a bucket type seat with raised sides for sideways support and must be of high back design incorporating headrest. Seats manufactured with rolled-edge holes allowed. Seats with drill holes not allowed other than the three drain holes. A maximum of three 1/2" (12.7mm) drain holes only permitted in seat. All seats to be bolted securely in place with a minimum of 4 x 5/16" bolts. If mounting bolts pass through a single layer area of seat, reinforcing of the area of a minimum of 1" x .062" steel washer required eg; mud guard washer. Protruding bolts to be padded. No fibreglass seats allowed.
1. Seat belt holes to be rolled or grommeted.

10. FRONT BONNET:

Either a secure type bonnet fastener or two bonnet straps to be fitted. Any fastener on bonnet to be hand operated.

Tool operated bonnet fasteners are not permitted This rule is for front engine cars only.

11. WINDSCREEN:

- (a) To be made of polythene or celluloid or fibreglass or aluminium of no more than 1.6mm thickness with no sharp edges. NO PERSPEX ALLOWED.
- (B) Cover pieces or visors are permitted as an optional extra provided they do not cover the whole of the top of the roll cage area (no more than half), do not come down so far in front as to impair visibility, and to be constructed of a nonbreakable material.

12. SAFETY BELTS:

- (a) Must be a five point harness type complying with SFI 16.1 standard or greater.
 - (i) Belts must be fitted according to the manufacturer's specifications.
 - (ii) All belts must attach to one release buckle. No push button latches, only lever type latches allowed.
 - (iii) Sternum belts are permitted.
 - (iv) Seat belt life 3 years from date marked on belt.
- (b) Shoulder belts to pass over restraining bar 19mm x 1.6mm wall thickness level with or 50mm below shoulder height. Belts may be anchored to or below this restraining bar. Seat belts to be of a maximum of 100mm apart at this point. This bar to be full width of Roll Bar Uprights - does not have to be one piece. Any car with the A frame in rear arch, 25mm or larger, does not require the additional horizontal bracing.
- (c) State approved 5 or 6 point harness for reclining type seats are allowed as an optional extra. The whole belt system to be connected to one quick release buckle. A Sternum belt to be optional.
- (d) Seat belts - Seat belts that are not wrap around/lock on seat belts are to be mounted to a minimum 3mm plate by 37.5mm. This to be welded on both sides of plate and the seat belt to be bolted in by 10mm bolt with nylon locknut or 10mm HT eye bolts.

13. BUMPER BARS:

- (a) Cars must be equipped with front and back bumper bars extending beyond the front and rear wheels. Front bumper to follow contour of body with a minimum width of 400mm and a maximum of 609.6mm.
- (b) Front and rear bumper bars to be of material minimum 12.7mm x 1.6mm and maximum 23mm tubing or equivalent. Rear bumper bar to be constructed as to offer protection in the event of a rear-end collision. No pointed sections to be attached to the bottom of rear bumpers.

14. KNURFING BARS:

All cars must be fitted with knurf bars constructed and fitted to comply with the following specifications:

SPECIFICATIONS:

1. MATERIAL

STEEL - Any type, Min. 19mm OD x 1.6mm wall thickness to a Max. 22.2mm OD x 1.6mm wall thickness.

OTHER - Min. 19mm OD to a Max. 22.2mm OD of no greater strength than 22.2mm OD x 1.6mm wall thickness Steel.

2. SWING AXLE TYPE CARS ONLY

May use triangular type knurf bar arrangement and be mounted to the 'Rear Control Arm'.

MUST be mounted to this arm at two points, one at the front, and one at the rear.

- 3.** Knurfing bars to be mounted in 3 or 4 points on the frame and MUST not protrude past the outside edge of the tyres. Maximum of 3 uprights of the same angle between the top and bottom rails. (NO HORIZONTAL CORNER BRACING.) Knurf bars are not allowed outside the line of wheels (front to rear).

Construction of knurf bars as per Rule Book (1) Materials (2) Swing Axle Type Cars only.

4. LEFT HAND MOUNTED 4 STROKES

Carby must be protected with knurfing bar, minimum of 2 mounting points and maximum of 3 mounting points, with 1 mount point forward of the carbies and one or two points rearward of the carbies. Construction of carby knurfing bar as per Rule Book Knurfing Bars Specifications (1) Materials.

15. EXHAUST PIPES:

Cars must be fitted with exhaust pipes, interior or exterior, installed in such a manner as to direct exhaust gases out of the body, to the rear or front, away from driver, fuel tank and tyres.

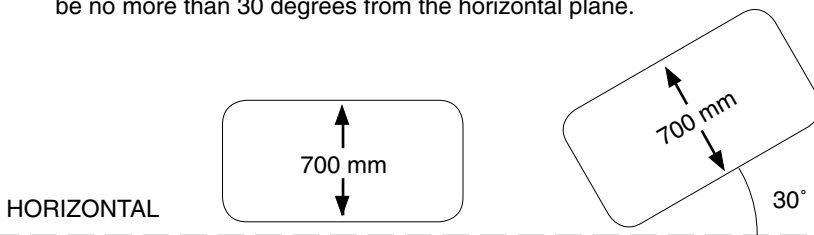
16. AEROFOILS REAR WING SPECIFICATION:

- (a) A rear wing may not be used in conjunction with an overhead wing. Must not be more than 1150mm wide overall, sidepanels included. Centred to allow 575mm either side of car's centreline. Either side of centreline may be shortened to give offset effect. The position of the leading edge of a rear wing will be measured in relation to the centre of the rear arch member, taken at the longitudinal centre line of the car at 90° degrees.

- (b) Maximum depth, including tip plates, fore and aft 600mm. May be split into two parts thus forming a secondary wing. However, the split wings may only total the maximum depth prescribed. (For example - main wing could be 336mm depth and secondary wing 254mm depth thus totalling the maximum depth of 600mm.
- (c) May form an integral part of the body.
- (d) Must not extend to the front or the rear of the car beyond the bumper bars. (Within an imaginary vertical line).

IF NOT AN INTEGRAL PART OF THE BODY i.e.. A SEPARATE MEMBER.

1. (a) Must be secured to the frame by aluminium or steel braces of sufficient strength and quantity (at least two front and two rear) so as to be at least equivalent to A.S.A. 20mm x 1.6mm.
- (b) In the case of front aerofoil over nose cone area at least two braces apply. Front aerofoil not to come above windscreen height and must not, in any way, obstruct the driver's viewing area.
2. Aerofoils may be constructed as a flat section or a hollow section or semi-hollow section of aluminium, fibreglass or plastic. Aluminium to be no less than .6mm thick. Must be no higher than 1675mm from the ground.
3. (a) SIDEPANELS - Must not exceed 200mm forward of the aerofoil's leading edge. Must not exceed 200mm rearward of the trailing edge of the aerofoil.
- (b) Highest point must not exceed 1900mm from the ground and must not be deeper from the top to bottom than 700mm. The measurement of depth will be measured at right angles to the bottom edge of the side panel. The tilt of the sidepanel is to be no more than 30 degrees from the horizontal plane.



- (c) Side panels may go forward of the rear arch member provided they do not restrict the driver's vision or entry-exit to the cockpit area.
 - (d) Sidepanels may be made of the same materials as prescribed in (a) of this section with the exception that the aluminium will be no less than .6mm thickness and sharp edges must be covered. e.g. pinchweld.
4. AEROFOIL POSITION - If on a rollcage the leading edge of the aerofoil may be over the top of the roll cage but no further forward than 150mm of the rear arch member's centre of the tube width. The minimum height between the top of the roll cage and the aerofoil shall be 80mm.

AEROFOILS OVERHEAD WING SPECIFICATIONS

- a) Centre air foil cannot exceed 12½ sq.ft. (1.161 sq metres) of surface area. Surface area is defined by length x width of the flat plane of the largest projection of the centre foil. Width not to exceed 4 ft. (1220mm).
- b) Top wing must not extend beyond outside of rear tyres or behind rear bumper.
- c) Centre foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Centre foil must be 1 piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54¼" (1378mm) x 27½" (700mm). Only two side panels allowed. No kick out allowed. Panels must be parallel. Maximum of 2" (51mm) deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).
- f) Front or rear mount must be hand operated quick release type. Four (4) mounts required, two (2) front, two (2) rear.
- g) Maximum distance between top of roll cage and underside of centre section to be 10" (254mm), measured at front mounting point.
- h) If adjustable wing slider is used, must not exceed specifications throughout the wing's full travel.
- i) No top wing is permitted to be adjusted manually where any portion of the body extends outside the roll cage to make such an adjustment.
- j) Which ever side you enter the car, side panel must not extend below the top of the roll cage.
- k) Maximum height (highest point of side panel to ground level) 2200mm without driver in car.

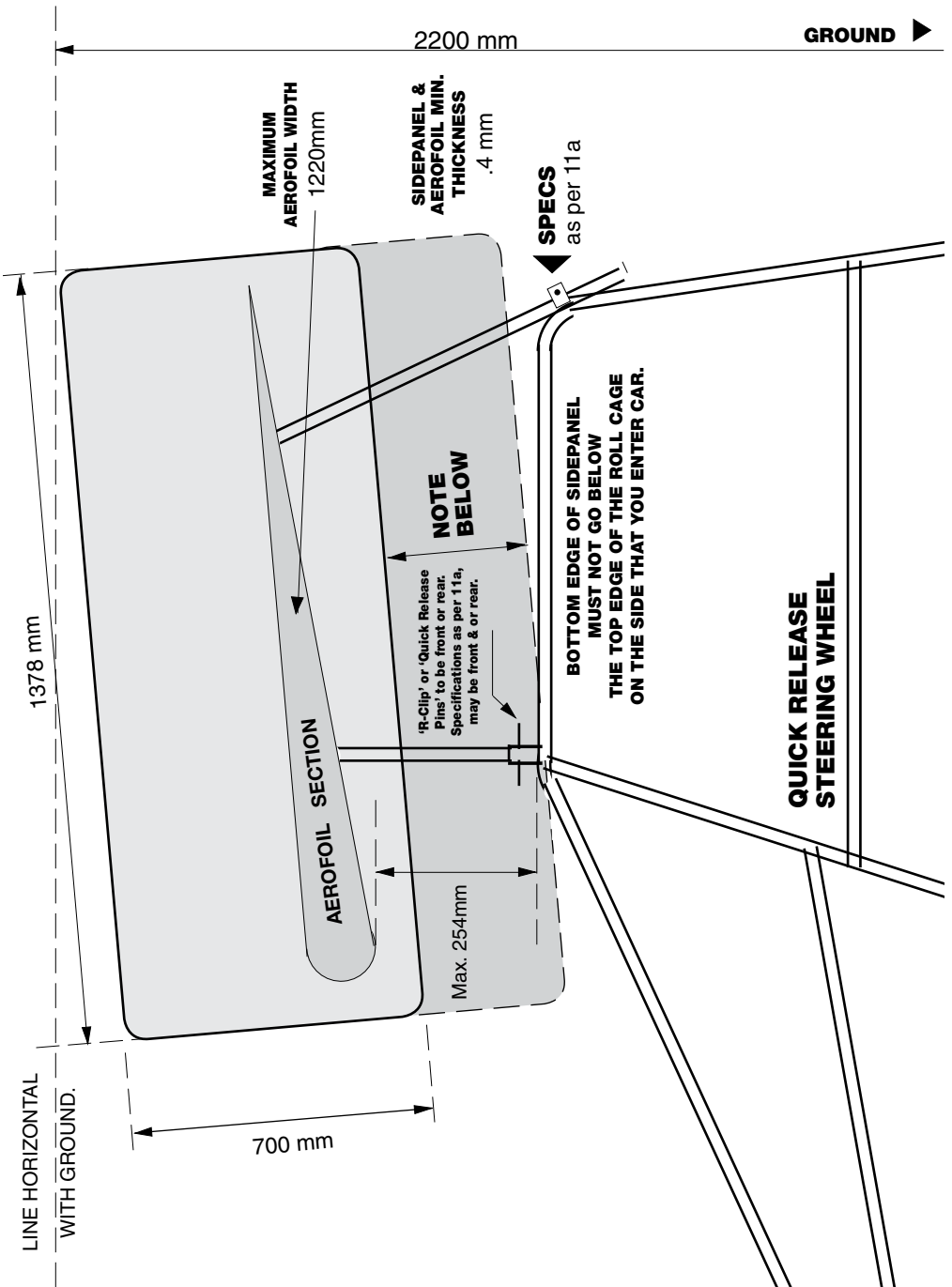
NOTE: DRIVER MUST BE ABLE TO ALIGHT EASILY.

Left-hand side panel must not extend below Aerofoil section by more than 100mm maximum. This specification applies to left hand side panels ONLY.

FRONT WING SPECIFICATIONS

- 1. Maximum aerofoil section width 920 mm
- 2. Maximum aerofoil section length 460 mm
- 3. Maximum side panel depth 220 mm
- 4. Maximum side panel length 550 mm
- 5. Minimum material thickness - aerofoil and side panel 0.4mm min
- 6. Position - over the front of the car and securely attached to the frame
- 7. No part of the wing, its side plates or its mounts may protrude past a vertical line above the front point of the front bumper.
- 8. Four mounting required ...2 front, 2 rear.

9. Mounts - The front must mount with a minimum of two - 18mm x 1mm wall thickness round tubing or 3mm x 19mm aluminium flat section.
10. Minimum rear mount - two - 3mm x 19mm aluminium flat section. The rear strut may be adjustable.
11. Must be securely mounted at all points.
12. Height - Adjustable height allowed only if vision is not impaired.
13. Front wheels must not be able to contact any part of the wing through full travel of the suspension and steering.
14. No sharp edges.



17. Roll Cages and Chassis

Roll cages are compulsory and must be constructed and fitted to the vehicle according to the specifications as laid down.

ROLL CAGE AND CHASSIS SPECIFICATIONS

With the exception of chassis constructed prior to July 2007

- (1) (a) **CONSTRUCTION:** Cage to be constructed of round tubular hard steel tubing of a minimum size of 32 mm OD x 2mm wall thickness seamless drawn or welded and drawn tube. High carbon steel tube must not be used, similarly water or steam tubing or exhaust tubing is not allowed. Bracing materials will be of similar material as mentioned above and of minimum size as indicated in these specifications. Chrome moly 4130 steel tube may be used (32 mm O.D. x 1.6mm wall thickness) minimum size.
- (b) **WELDING:** Welding must be either electrical or oxy welding.
- (c) **HEIGHT:** When the driver is seated correctly in the car, the top of the helmet must be a minimum of 50.8mm below a straight line between the front and rear arches of the roll cage and at no stage come in contact with or protrude above the top framework of the roll cage.
Measurement to be taken from top edge of front and rear arch members.
- (2) (a) **REAR ARCH MEMBER:** (With the exception of cars constructed prior to July 2007) Construction material minimum 32mm OD x 2mm wall thickness to be splayed at the top a minimum 50.8mm more than measurement at the mounting point of the chassis.
NOTE: In the event of a vehicle being of a wider chassis construction than normal, the above specifications of splaying may be amended in consultation with the machine examiner.
- (b) **BRACING of REAR ARCH MEMBER:** Chassis bracing of the rear arch member will be with tubing of a minimum size of 19mm x 2mm wall thickness - to be mounted at least two thirds of the distance up the arch and one third of the height back along the chassis. Any car with the A frame in rear arch, 25mm or larger, does not require the additional horizontal bracing (refer to Rule 12(b)).
- (c) Cross bracing of the arch will be with material of a minimum size of 15.8mm x 2mm wall thickness tubing and the bracing must be a triangulated style. Chrome moly 4130 steel tube 15.8mm O.D. x 1.6mm wall thickness allowed.
- (d) A head restraint must be included in this construction to prevent a driver's head protruding backwards through the arch.
- (3) (a) **SIDERAILS:** Siderails of the cage will each be of one piece construction of a minimum size of 25.4mm x 2mm wall thickness tubing mounted to the corresponding corner of the rear arch and front mounted to the chassis at a point no closer to the rear arch than the driver's hands on the steering wheel on a normal straight forward position.

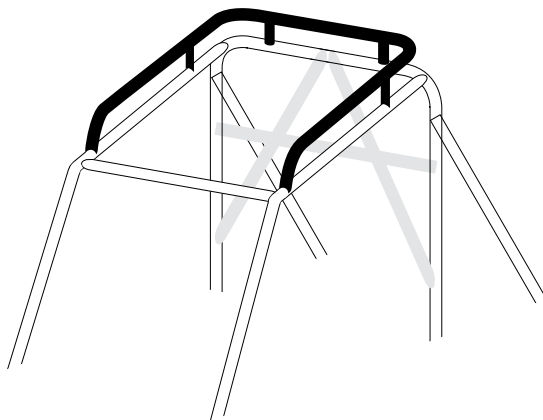
- (b) The siderails to be no narrower than the width of the top chassis rail.
 - (c) The front cross brace between the side rails will be a minimum size tubing of 25.4mm x 2mm wall thickness.
 - (d) Top inside corners of the roll cage will be gusseted with material of a minimum of 1.6mm attached for a minimum of 37.6mm along each edge (all gussets to have open corners).
- (4) **ROLL CAGE SAFETY SIDE RAIL:** Optional extra. Outside rail not to extend beyond 20cm from the trackline of the vehicle. The measurement being taken from the trackline inwards. Must have no sharp edges. May be diagonal if so desired.

HEIGHT - Must not be any higher than the mid point between the driver's shoulder and elbow when seated in normal driving position. Safety side rail may have support bars (braces) and be positioned from the upper chassis rail to the underside of safety side rail.

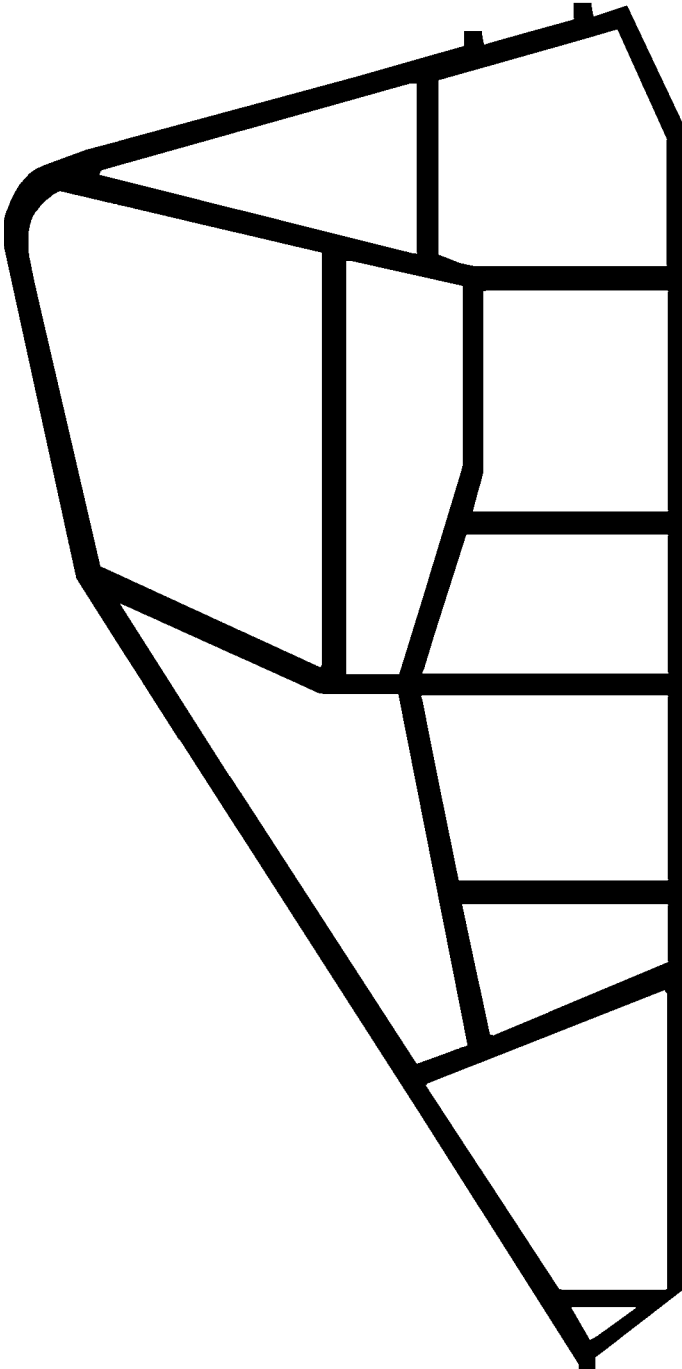
OPTIONAL HEAD BAR: An optional head bar is permitted. It must come no further forward of the roll cage rear arch member than 200mm and must in no way restrict the driver's access. There must be a minimum of 50mm clearance between the bar and the driver's helmet when correctly seated in the car. If the bar is bent by design to allow for extra clearance, and it protrudes above the roll cage top frame work, then suitable bracing between the roll cage side rails at the point where the head bar meets them, and the roll cage rear arch member must be installed. The bar is not to be taken into consideration when determining roll cage to helmet clearance. Material for the head bar and bracing shall be to the same specifications as that used in the roll cage construction.

Optional Roll Cage Extension

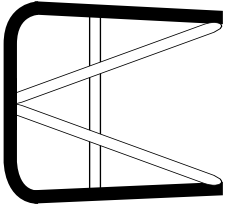
An optional RollCage extension is permitted. Material for the roll cage extension shall be the same as that used in the Roll Cage construction, and be constructed as per diagram. This bar configuration can be taken into consideration when determining the Roll Cage to helmet clearance.



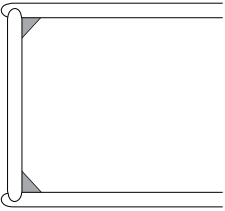
MOUNTING OF ROLL CAGE: Roll cages **MUST** be welded to the chassis as per Rule 27, with exception of those cars built prior to the year 2000 which have existing spigot or eye mounted roll cages.



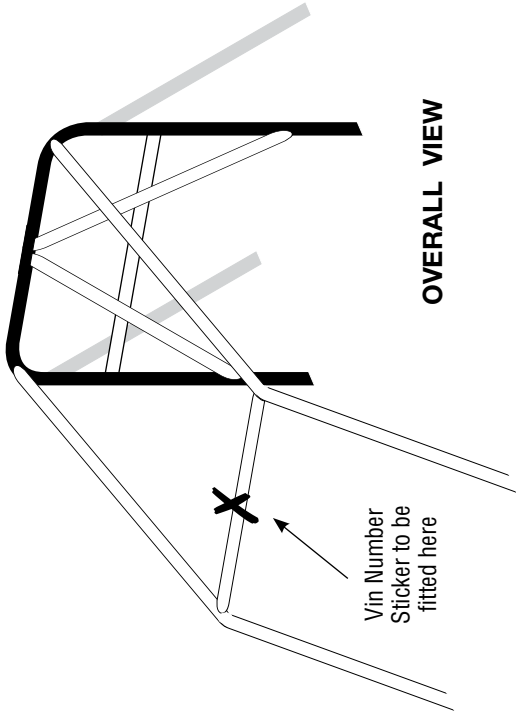
CHASSIS DESIGN (EXAMPLE ONLY)



BACK VIEW

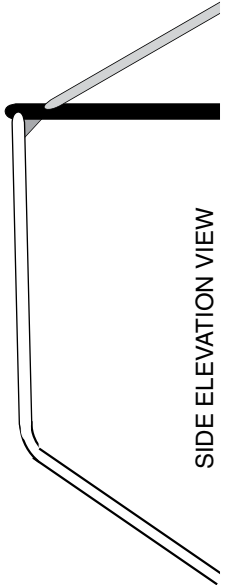


FRONT VIEW

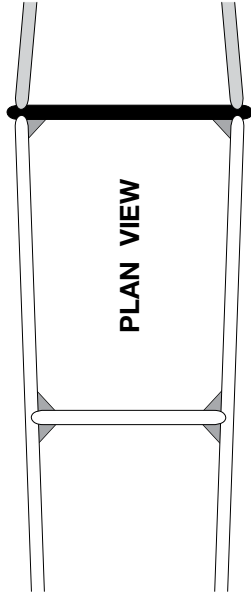


OVERALL VIEW

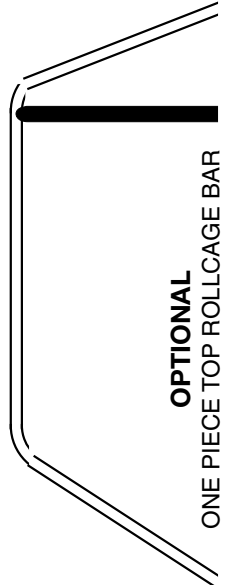
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SIDE ELEVATION VIEW



PLAN VIEW



**OPTIONAL
ONE PIECE TOP ROLLCAGE BAR**

18. NUTS - BOLTS - COMPONENTS

All nuts, bolts and component parts on each car's suspension system, chassis, steering and running gear must be secured with either lock nuts, nuts and spring washers, nyloc nuts or castellated nuts with split pins, but excluding approved quick release shock absorber mounts and must have at least one full thread showing through the nut. Bolts using threaded spuds MUST use Loctite or equivalent as locking device.

19. RACING NUMBERS:

- (a) Numbers will be issued by the respective State bodies and a record kept. Numbers 1, 2 & 3 will be allocated to the place getters in Championships of their State in which they are registered. Interstate drivers may display recognition of a Title held on their car if desired. The predominant number on the car MUST be the State Registered number. Numbers A1, A2 and A3 will also be reserved for the three placegetters in the Australian Speedway Championships for their use throughout the year that they hold those positions. Fractional numbers are not permitted, nor may letters be appended except to designate State, section thereof or Country.
- (b) Numbers shall be a minimum of 20cm high and 5cm wide and shall be clearly positioned on the nose, cars with front wings must have number clearly visible on front wing centre section and one on each side of tail and on the outside of the left hand aerofoil side panel, top right hand corner. Number must be clearly visible and easily read. A lap scoring number to be positioned on the upper rear most corner of the aerofoil on the inside of the left hand panel. This lap scoring number to be white on solid black background.
- (c) Refer to Rule 202-B.

20. FOOTWEAR: DELETED 2009 – Refer Rule 125.

21. CRASH HELMETS: DELETED 2009 – Refer Rule 125.

22. TRANSPONDER POSITION

Electronic lap scoring transponders shall be mounted to the chassis on the tube that mounts the front panhard bar and facing directly down. If a race car does not have this member or its position varies from the norm an alternative mount must be provided that places the transponder unit the same distance forward of the front axle centreline.

23. COOLING SYSTEMS:

- (a) All hoses to be securely clamped or may use approved push on fittings and hose
Eg; Speedflow, Earls etc. No wire to be used.
- (b) Pressure relief cap must be used
- (c) Recovery system allowable
- (d) Overflow hoses to travel at least to lower chassis rail.
- (e) All cooling system components should be mounted in a position so that it is afforded the maximum protection possible, in the event of an accident.

24. OIL DRAIN OUTLETS: DELETED 2011.

25. DRIVING SUITS: DELETED 2009 – Refer Rule 125.

26. PIT CREWS:

Pit crew must wear suitable attire including protective footwear.

27. GENERAL:

ALL WELDING TO BE OF GOOD QUALITY. WORKMANSHIP TO BE OF GOOD QUALITY AND MEET WITH THE APPROVAL OF THE MACHINE EXAMINERS AND TECHNICAL COMMITTEES.

28. VEHICLE EXAMINATIONS:

All cars are to be examined in two stages and the log book to be endorsed for the examinations:

- (a) full completion
- (b) then every time a car is presented for a race meeting.

All cars will have log books as supplied by the State Association in which the car number is issued. This log book must be presented to the Machine Examiner and/or Steward upon demand. The machine examiner will complete the log book at all meetings and sign the log book, note any faults found in the book. Faults noted in the log book must be rectified before being signed for any future meetings.

The driver is responsible for making both car and log book available for inspection before taking part in any race meeting. Any driver who competes without the log book entry completed shall for the first offence be excluded from any points, prize money or trophies for that meeting.

29. DEVIATIONS (perhaps the most important clause of all)

Approval of any deviations to the specification outlined in this rulebook must be obtained in writing from Formula 500's Australia.

All applications for deviations must first be lodged in writing through the applicants' State Association who is to discuss the item at Committee level. The Application is then to be voted on, and if successful, forward the application to Formula 500's Australia for approval. Formula 500's Australia Executive committee will then discuss the proposal, should the application be successful, written advice will be provided to all Associations. Should the executive feel that the proposal requires further input from all States before a decision is made, all States will be notified.

The approval will be issued for a specific period of time not exceeding beyond the next National Conference, where the deviation should be submitted for inclusion into the specifications.

Should the nature of the deviation be seen to provide an unfair advantage, approval of all other drivers competing at the meeting will be required. Should there be any objections, the deviation may only be run with the understanding that the driver will not be entitled to any Placing, Points or Prizemoney.

The approval of the deviation may be withdrawn at any time by either the State Association concerned, the National Executive.

30. REMEMBER - IF IT IS NOT IN THE BOOK IT IS ILLEGAL

Only by application of the previous rule (Rule 29) can a new rule be tried.

31. SCRUTINEERS:

All State Scrutineers who are present at the Australian Titles should be involved in the Australian Championship machine examinations. This is to ensure that there is a standard Australia wide interpretation of the rules and specifications.

32. ENGINE TESTING EQUIPMENT - Each State body will carry the necessary equipment to carry out engine capacity checks at Australian Titles. Such checks to be done in a clean and crowd free area in the presence of the officials, placegetters and their crews only.

- (a) The first three placegetters in the National Championship or if the supplementary regulations states for an event, will have their engine capacity measured at the driver or owner's expense. If an engine is found to be illegal the next placegetters engines will be measured. Any person refusing to allow an engine to be checked, the said car will be excluded from the meeting and all results in regard to the entire meeting and the prize money forfeited.

Formula 500's Australia Inc. **OFFICIAL FORMULA 500 LOG BOOK**

CAR OWNER'S NAME	
CAR NO.	VIN NUMBER
MAKE OF VEHICLE	

VEHICLE HISTORY

Owned from (Date)	Owner's Name

LOG BOOKS

1. Log books are not transferrable from vehicle to vehicle.
2. Log books must be with vehicle at all times.
3. Drivers not in possession of log book at inspection prior to any race meeting will be liable to a fine or disqualification.
4. Loss of log book without reasonable explanation will incur a ten dollar (\$10) fine.
5. Log books will be replaced when filled, or when badly damaged, and returned to Formula 500 Association Inc.



POINTS OF PRE-RACE INSPECTION

Appearance, Signwriting and Numbers, Seat Belts, Helmet, Carburettor, Brakes, Engine, Wheels, Chassis, Body Panels, Tyres, Cooling System, Fire Walls, Fuel Tank and Lines, Floors, Exhaust System, Drivers Seat, Battery and Electrical System, Bumper Bars, Protective Clothing, Nerf Bars, Suspension, Drive Shaft, Steering

ALL FAULTS TO BE CORRECTED PRIOR TO NEXT RACE MEETING ATTENDED.

INFRINGEMENTS

Date Venue

Penalties Incurred

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

Name of Steward Issuing Infringement

Date Venue

Penalties Incurred

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.....
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Name of Steward Issuing Infringement

Date Venue

Penalties Incurred

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.....
.....

Name of Steward Issuing Infringement

(Stewards: please ensure that this is the Driver's Rule/Log Book if he/she doesn't own the car)

SCRUTINEER'S DECLARATION

I have examined the vehicle described herein and certify that it conforms to all Specifications for the Formula 500 Class, and may drive on any track, subject to machine examination, on the day of racing.

Weight: Date:

Signed: Date:

Weight: Date:

Signed: Date:

NOTE: The owner of the vehicle must have the vehicle approved at the commencement of the racing season, or if the ownership changes.

Drivers Name: Season:
I authorise this driver to compete in the following division:
..... Class:.....
Stewards Signature and No.:

INDEMNITY

I hereby certify that all materials, welds and components used in the construction of this Speedcar are to current **Formula 500's Australia Inc. Specifications**, and that I accept full responsibility and indemnify the **Australian and State Formula 500's Australia Inc., and their officials** of any and all claims for damages resulting if it is found that any inferior, illegal, under sized or defective materials and or welds or components have been used in the construction of this car which cannot be determined by the above visual inspection. **I agree to accept full responsibility for competing with this car with any faults apparent or otherwise.**

Signed Owner: Printed Name:

Signed Driver: Printed Name:

Machine Examiner: Signed:

INDEMNITY

I hereby certify that all materials, welds and components used in the construction of this Speedcar are to current **Formula 500's Australia Inc. Specifications**, and that I accept full responsibility and indemnify the **Australian and State Formula 500's Australia Inc., and their officials** of any and all claims for damages resulting if it is found that any inferior, illegal, under sized or defective materials and or welds or components have been used in the construction of this car which cannot be determined by the above visual inspection. **I agree to accept full responsibility for competing with this car with any faults apparent or otherwise.**

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Signed Owner: Printed Name:

Signed Driver: Printed Name:

Machine Examiner: Signed:

SCRUTINEER'S RACE DAY REPORT

DATE: _____ TRACK: _____

REMARKS: _____

EXAMINER'S (Signature): _____

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RULES OF CONDUCT

SOCIAL NETWORKING RULE

“Any form of Social networking (this includes Twitter, facebook, texting, etc.) by a Driver, Pit Crew or Official that is used to INTIMIDATE or HARRASS any other Driver, Pit Crew or Official, will have the matter investigated.”

If the matter is deemed to be proven and correct, those considered involved will be required to appear before the relevant State Tribunal.

Proven offences will carry a minimum twelve month suspension from the sport of Speedway for the first offence.

It should be noted that where the responsible persons are not directly involved with the Formula 500 Association, but are clearly family members or friends then it will be the competitor who shall suffer.

RULES OF CONDUCT

DRIVERS' CODE OF CONDUCT

- Always comply to the Rules.
- Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as pit crews, vehicle owners and sponsors.
- Most stewards have volunteered their services for smooth, efficient and fair conduct of the race meeting.
- Avoid arguing with a steward – if you disagree with a ruling, quietly check with the official on how the decision was reached.
- Control your temper – verbal and physical abuse of any official or other competitors, and deliberately distracting or provoking others is not acceptable or permissible behaviour.
- Treat all competitors as you would like to be treated – do not interfere with, bully or take advantage of any other participant.
- Avoid the use of coarse or derogatory language.
- When in the public eye, always be dressed appropriately, speak to the public respectfully, if requested always be willing to sign an autograph.
- If an incident occurs on the track, do not abuse your racing apparel, eg: throw helmet, steering wheel, etc., if able stay with your car, make sure your car is in neutral so that it can be easily moved and if able make sure your fuel is turned off.
- Bad behaviour at any Formula 500 Event or official function will be dealt with severely.
- Any penalties will be decided on by the Chief Steward in consultation with the RDC.

OFFICIALS' CODE OF CONDUCT

- Be impartial, consistent and objective at all times.
- Understand the purpose of the rules of competition.
- Be co-operative and understanding in the interpretation and application of rules or any penalties.
- Make a personal commitment to keep informed of sound officiating principles and rule updates.
- Ensure behaviour is consistent with the principles of good sporting behaviour.
- Condemn unsporting behaviour and promote respect for all competitors.
- Place safety and welfare of participants above all else.
- Ensure the spirit of competition is maintained.
- Avoid the use of derogatory language or gender or race.
- Refrain from any form of sexual harassment towards officials and competitors.
- Encourage understanding of and access to knowledge of all areas of officiating.
- Be a positive role model in behaviour and personal appearance.

