

Modified Article	Date of Application	Date of Publication

## 1. PREAMBLE

The purpose of a Regularity Trial is to set consistent lap times at less than the full potential of the driver and vehicle. It is not a race. It provides an opportunity for drivers to compete in a different style of speed event with less vigour than racing. For Historic motor sport, the showcasing of vehicles in this form of competition is an important aspect of maintaining and demonstrating Australia's motoring history. Regularity Trials rely on the good judgement of the Organiser in accepting appropriate entries.

## 2. SPECIAL CONDITIONS

- (a) Driving in a manner designed to achieve positional advantage over another vehicle is not acceptable.
- (b) Passengers are not permitted.

## 3. ASSEMBLY OF A FIELD

The Organiser shall assemble each field based on lap times, vehicle type or category. Due consideration shall be given to avoiding widespread disparity in vehicle type, category, lap time, maximum speed, closing speed and driver experience. For 5th Category competition the relevant Group Compatibility Chart shall apply.

## 4. NOMINATION OF MINIMUM LAP TIME BY THE ORGANISER

The Organiser shall nominate a minimum lap time for each field taking into consideration factors used to assemble a field and an allowance for a driver to 'break' their nominated lap time without compromising the safety of the trial. Subject to the approval of the Stewards, on the recommendation of the Clerk of the Course, the Organiser nominated minimum lap time may be varied.

## 5. NOMINATION OF LAP TIME BY DRIVER

Prior to each trial, in accordance with the Supplementary Regulations, each driver shall nominate a lap time. The driver nominated lap time shall be greater than the Organiser nominated minimum lap time and within 130% of each other driver nominated lap time in that field. The Organiser shall refuse a driver nominated lap time if it is deemed inappropriate. In such a case, the driver shall be required to nominate a lap time acceptable to the Organiser. Where the variation of driver nominated lap times for a field exceeds 130% the following shall apply:

- (a) Regrouping of vehicles into other fields; or
- (b) Subject to the approval of the Stewards, on the recommendation of the Clerk of the Course, accepting a driver nominated lap time exceeding 130% for that field.
- (c) Subject to the approval of the Stewards, on the recommendation of the Clerk of the Course, a driver who fails to take part in the Official Practice or who fails to nominate a lap time shall be allowed to compete.

## 6. SCORING

Each lap for each vehicle shall be timed.

For each lap time which varies from the driver nominated lap time, a points penalty as specified in the

Supplementary Regulations shall apply. The penalty for each lower lap time shall be two times the penalty for each greater lap time. The winner shall be the driver who has completed the required number of laps and has accrued the fewest penalty points.

Once a driver has completed the required number of laps no further scoring for that driver shall apply. A driver who records a lap time lower than the Organiser nominated minimum lap time shall be shown the black flag and excluded from that trial. Repeated lap times lower than the Organiser nominated minimum lap time may

result in the driver being excluded from the event. This includes any extra laps that a driver may complete after the required number of laps.

## **7. TRACK DENSITY**

The maximum track density shall be as listed on the track licence.

## **8. ELIGIBLE VEHICLES**

- (a) Each vehicle shall comply with Schedule A and B.
- (b) (A Regularity Trial for Historic vehicles may include any vehicle of a type suitable for inclusion in the 5<sup>th</sup> Category. Where a vehicle is the subject of a Historic Log Book, it shall comply with that Log Book. A replica 5<sup>th</sup> Category vehicle may be accepted provided it is clearly listed and identified as such in the entry form and entry list. The inclusion of other vehicles in a Regularity Trial for Historic vehicles may be permitted, subject to approval by Motorsport Australia.
- (c) Cruise control systems and on board timing devices shall not be used.

## **9. START PROCEDURE**

For each field each vehicle shall be marshalled in order of driver nominated lap time, with the vehicle with the fastest driver nominated lap time at the front.

Prior to the commencement of each trial a one-minute board shall be shown to the field. A driver failing to be marshalled when the one-minute board has been shown shall not be permitted to commence that trial. Each vehicle shall then enter the circuit in single file for a warm-up lap. During the warm-up lap each vehicle must remain in single file. Timing for each vehicle shall commence as it crosses the control timing line at the end of the warm-up lap (flying start) and shall continue until the display of the chequered flag.

Any variations to the start procedure must be approved by Motorsport Australia.

## **10. LICENCE REQUIREMENTS**

Each Driver shall hold a minimum of a Motorsport Australia Speed Licence (formerly Motorsport Australia Level 2 Speed licence) and membership of a Motorsport Australia affiliated car club.

The Organiser may require a higher level of licence/experience.

## **11. SAFETY EQUIPMENT – APPAREL**

Each Driver must wear apparel in compliance with Schedule D. The use of a full-face helmet when driving an open vehicle is highly recommended.

The Organiser may require a higher level of apparel.

## **12. VEHICLE LOG BOOKS**

The requirement for a Vehicle Log Book is specified in Schedule L.

## **13. MARKINGS ON VEHICLES**

Any markings on a vehicle, including competition number, must comply with Schedule K.

## **14. DRIVING STANDARDS**

Each Driver shall comply with the Code of Driving Conduct of the Race Circuit Standing Regulations. If the Clerk of the Course deems a driver to be driving in a dangerous or inappropriate manner he may refer the driver to the Stewards with a recommendation that the driver be excluded from taking any further part in the event.

The Organiser may specify a higher level of driving standard, eg; a no overtaking zone.