

1. Spirit Of Competition

The following competition regulations have been framed so that the efforts and experiences of all participants are maximised, to be bound only by the constraints of safety and the spirit of healthy, but friendly competition.

2. Eligibility

2.1 Team Composition

Teams should comprise of riders consistent with category and class requirements of gender and school status as set out in the Teams' Handbook.

2.2 Registered Riders

- Only registered team riders shall take part in the Grand Prix, however rider changes can be made up to the start of the Grand Prix.
- Emergency riders may participate in the Practice Session/s to ensure they are familiar with the track and the vehicle.

2.3 Team Member Participation

- Team managers must ensure that every nominated team member participates as a rider during the Grand Prix.
- Team Managers are encouraged to keep a log of rider track time, which can be checked by marshals investigating incidents.

2.4 Identification

All riders must have official identification in the form of a wrist band, which must be shown on request during the Grand Prix.

2.5 Rider Substitution

- Sick or injured riders may be replaced prior to the start of the Grand Prix by a registered reserve rider of the same gender.
- Riders cannot be substituted after the start of the Grand Prix.
- A rider substitution will require the identification wristband of the replaced rider to be handed to the Administration Centre and a new identification issued to the reserve rider.

3. Rider Attire

3.1 Fit and Adjustment

All vehicle occupants shall wear the following safety attire correctly fitted and adjusted at all times the vehicle is on the track during all on track activities.

3.2 Helmet

For human powered vehicles a minimum requirement is a bicycle helmet approved to AS 2063, AS 1698 or ECE 22.05.

3.3 Eye Protection

- It is recommended that shatterproof glasses or cycling glasses be worn at all times.
- Vehicles that are fully enclosed are not required to wear eye protection.
- Open bodywork (or 'head out') vehicles or vehicles have significant sections of windows removed will be required to wear eye protection.

3.4 Gloves

Gloves must be worn by riders when in the vehicle.

3.5 Shoes

Shoes must provide full foot coverage. Sandals or thongs are not permitted.

3.6 MP3 players

The use of MP3 players or similar music/entertainment devices by riders is NOT permitted during the Grand Prix or Practice sessions.

3.7 Video cameras

- Small video cameras (eg. GoPro) are allowed as long as they are not attached to the rider's helmet and do not pose any safety risk.
- Camera's must not be mounted to the outside of the vehicle silhouette when viewed from the front

3.8 Clothing

Human Powered Vehicles

- Minimum coverage of shoulders, upper body and mid-thigh (e.g.: shorts and T-shirt; or cycling knicks and jersey.)
- Sleeveless triathlon skin suits, sleeveless cycling jerseys, sleeveless t-shirts, tank tops or singlets are not permissible.

4. Scrutineering

4.1 Compulsory

Scrutineering is compulsory for all vehicles and teams, to ensure compliance with vehicle specifications and safety requirements.

4.2 Before track

- Before entering onto the track for a Practice session, all vehicles must be scrutineered for safety.
- Scrutineers can refuse permission to enter the track for any safety reason.

4.3 Subsequent scrutineering

All vehicles may also be inspected at random during the Grand Prix for operation of safety items or when the vehicle is involved in a track incident. (See Section 7.11).

5. Traffic Lights, Flags and Signals

All competitors shall understand the meaning of the following traffic signals/flag signals:

5.1 Green Light or Flag

The track is clear for competition.

5.2 Yellow Light or Flag

- A sign of danger or track obstruction in the vicinity of the marshal point.
- Riders are required to stop racing, slow and pass the point of danger at a significantly reduced speed (at or below 20 kph) using extreme caution.
- Riders must not resume competition until they are well clear of the danger and until they reach the vicinity of the next marshal point displaying a Green Light or Flag.

5.3 Red Light or Flag

- An indication of extreme danger.
- All vehicles shall come to an immediate stop [on the left hand side of the track](#).
- Racing has ceased.
- Riders must follow the directions of the Clerk of Course and flag marshals.

6. Transponders and Lap Timing

It is the Team Manager's responsibility to ensure that:

- a transponder is collected from the Administration Centre at Check-in;
- the transponder is correctly fitted to the vehicle according to the instructions;
- the transponder is working during all on track activities;
- any queries relating to lap times are reported to Timing Officials as soon as practical for investigation; and
- the transponder is returned to the Administration Centre at the end of the Grand Prix, prior to leaving the event site.

7. Start, Finish and Break

7.1 Pre-Grand Prix Briefing

- All Team Managers must attend the pre-Grand Prix briefing by the Clerk of Course and / or Race Director.

7.2 Grid Assembly

- The Grand Prix Director, in conjunction with the marshal team, will allocate and advertise starting grid positions following the practice session.
- Vehicles will be assembled according to the official grid positions.
- Vehicles will be called to the starting grid assembly area 45 minutes prior to the official start.
- If a vehicle is not on the grid within 15 minutes of the scheduled start time, officials reserve the right to place the vehicle at the rear of the grid.

7.3 Grand Prix Start

The Grand Prix will be started with the drop of the National flag.

7.4 Primary break

- All HPV A vehicles will leave the track by re-entering the pits from 10 pm as specified in the event schedule on Saturday evening.
- All HPV A teams will restart their Grand Prix at 6 am on the Sunday morning.
- Teams should assemble in pit lane ready for their restart.
- The restart of the HPV A teams will be under the direction of the Clerk of Course.

7.5 Grand Prix Finish

The Grand Prix will conclude with the display of the black and white chequered flag. Teams are encouraged to celebrate by lifting their vehicles above their heads.

8. Extreme Weather (Heat / Rain)

In the event of severe heat exceeding 36 degrees or severe rain / thunderstorm or other severe weather events, the Clerk of Course and / or Race Director reserve the right to implement a range of staged strategies to reduce risk to riders, marshals, support crew and spectators on site.

These strategies range from compulsory breaks for riders, suspension of the Grand Prix for a period of time, to cancellation of the Grand Prix.

9. Track Conduct

9.1 Speed Limit

- Speedometers are mandatory and all competing vehicles shall observe a maximum speed of 60 km/h during all on track activities.

9.2 Seat belts

All vehicle occupants shall wear a correctly adjusted seat belt during all on track activities.

(Refer 8.4 of the Vehicle Specifications for correct adjustment of seat belts.)

9.3 Right of Way

Competing vehicles have right of way over disabled vehicles that need to be recovered.

9.4 Direction of Travel

Under no circumstances is a vehicle to be ridden or pushed on the track in the opposite direction to competition.

9.5 Track Position and Overtaking

- Riders should keep to the left side of the track, unless overtaking another vehicle.
- Riders should overtake on the outside, to the right of the vehicle being overtaken.
- Riders should keep a straight line and not change lanes without checking their mirrors to make sure it is safe to do so.
- It is the responsibility of the overtaking (faster) rider to ensure that the overtaking move is carried out without endangering other competitors.
- Cutting in, deliberate blocking or leaving insufficient clearance will be penalised.

9.6 Vehicle Lighting

- Front lights, as per by Vehicle Specifications, shall be illuminated during the hours of darkness as directed by the Clerk of Course.
- Rear lights, as per by Vehicle Specifications, are to be turned on steady mode during all on track activities.
- Riders must stop in the pits as soon as possible to rectify any inoperable or insecure lights.

9.7 Lighting Batteries

Batteries used solely for lighting may be charged and/or recharged and/or replaced as required.

9.8 Track Incidents

- All vehicles involved in significant crashes or rollovers are to be removed from the track by marshals only and the barriers quickly restored to Grand Prix condition as soon as practical.
- All vehicles involved in rollovers or significant crashes must have a "Return to Pits" sticker applied and may then be ridden back to the pits.
- Vehicles that have been involved in a track incident and received a "Return to Pits" sticker cannot restart until a Pit Marshal has checked the vehicle is safe to continue and have removed the sticker.
- [After returning to the pits the rider will NOT be allowed to ride again for at least 30 Minutes.](#) During this time, Team Managers must monitor the riders' condition, and if in doubt take the rider to the Trackside Medical Centre for assessment.
- If a vehicle is unable to continue because it is damaged or the rider is unable to ride, then the vehicle may be recovered by the team for repair. Teams unable to recover their own vehicle can request assistance.
- Riders who are unable to ride their vehicle back to the pits should be taken to the Trackside Medical Centre to be assessed. They must be cleared by the medical team before being allowed to ride again.

9.9 Injured Riders

The Clerk of Course and track marshals monitor the all on track activity and where necessary will call for assistance from Medical and Emergency Services to attend to injured riders.

9.10 Vehicle Recovery

- If a vehicle breaks down, the track marshals will report the incident and the team will be informed.
- It is the responsibility of the team to recover their vehicle.
- If a team is unable to safely recover their vehicle they can request assistance from the Clerk of Course and event officials.

9.11 Emergency Vehicles

- When emergency vehicles are on the track it displays flashing yellow lights which indicates extreme danger in the same manner as corner yellow lights/flags.
- Riders must slow down, use extreme caution, must not overtake other competitors and pass when directed by the officials.

10 Pit AREAS

10.1 Pit Set-up

- All pit sites must be set-up as per the direction of Event Officials.

- Each team in the Grand Prix will be allocated a site in the pit area, except where schools with three entries from a school or organization who will be allocated two pits sites.
- All pit sites are numbered and are a minimum of 3 metres wide by 4 metres deep.
- Where possible, pit numbers are the same as the team number.
- All teams must leave 1 metre clearance area in front of their pit site for rider changeovers and for other teams to have line of sight of the track and pit lane.
- There is no existing shelter in the pit areas.
- Teams are encouraged to erect a small tent or arrange to share a tent with another team.
- Teams are encouraged to erect a team name or school banner in their designated pit area(s) including team numbers. A banner about two by one metres would be ideal.

10.2 Speed in Pits

Maximum speed in the pit area is 10 km/h.

10.3 Direction of Travel in Pits

Under no circumstances shall a vehicle enter the pit area via the pit exit lane.

10.4 Pit Lane Conduct

- All rider changes shall occur in the designated area adjacent to each team's pit.
- Closed shoes must be worn in pit lane.
- Vehicles shall come to a halt in the pit lane under the effect of the vehicle's own braking system.
- Stopping with the assistance of others is not permitted.
- Rider shall bring their vehicle to a complete stop prior to unfastening seat belts.
- Rider refreshments and adjustments to clothing etc. shall only be effected when the vehicle is stationary in the pit area.
- A maximum of three team members and one supervising adult, in addition to the incoming and outgoing riders, shall attend a vehicle in the pit lane at rider change-over.
- The four designated people from each team attending the vehicle in pit lane are encouraged to wear a reflective vest and must wear enclosed shoes.
- Pit entry and exit lanes shall be kept clear at all times.
- Stationary vehicles shall give way to vehicles proceeding along pit lane.

10.5 Pit Crew Communications

- The use of radio communication between rider and pit crew is permitted provided operating the unit does not interfere with the rider's control of the vehicle.
- The use of notice boards for communication between the rider and the pit crew are permitted.
- However, such notice boards and their use shall comply with the following:
 - they must be held and displayed by one person only at a time;
 - they must be held so they do not go beyond the line of pit lane barriers.

10.6 Major Repairs

- Major repairs including welding and grinding equipment must NOT be carried out in the pit lane. The pit lane includes a team's tent adjacent to the track.
- These repairs must be carried out in the vicinity of the repair area near Race Control.

10.7 Removal of Components

- Redundant, superfluous and/or damaged components of substantial mass (i.e. greater than 0.5 kg) may not be removed from a vehicle except with the permission of the Clerk of Course.
- At the discretion of the Clerk of Course, the vehicle may be required to carry ballast.

- Teams may not substitute or replace power sources or strip the vehicle below its starting weight after the commencement of the event.

11. Infringements

11.1 Vehicle Design

- Vehicles which are considered safe but DO NOT comply with key elements of vehicle specifications may be given permission to start the Grand Prix with a penalty.
- This penalty can be up to 50 laps and will be applied by the event officials.

11.2 Reporting of Incidents and Timing Issues

- Teams may report track incidents or infringements of these competition rules to the Clerk of Course or Pit Marshals who will investigate and act accordingly.
- Any queries relating to lap timing issues are to be reported to the Timing Officials as soon as practical for investigation.
- Where the Timing Officials believe there is a lap timing issue requiring correction, all such corrections shall be coordinated through the Clerk of Course or Race Director.

11.3 Protests

- Teams who wish to proceed with a formal protest will be provided with the appropriate documentation via the Clerk of Course.

11.4 Penalties

- A team that breaches any Grand Prix regulation including the spirit of competition, will be notified that they are under investigation for an infringement of the competition rules.
- The Clerk of Course and event officials will review the incident and may apply a penalty which they consider is consistent with the severity and intent of the infringement.
- Incident reviews will be conducted as soon as practical, but in any case, will be resolved before the end of the endurance Grand Prix.

Penalties may take the form of:

- A warning.
- A "stop and go" penalty.
- A time penalty.
- 50 lap penalty.
- Disqualification of a rider.
- Exclusion from results.
- Withdrawal from competition.