



The Tassie Energy Challenge

Regulations for riders, track conduct and scoring

(Adapted with kind permission from RACV – Victoria)

1. SHOES

Full foot coverage, sandals not permitted.

2. CLOTHING

For all riders minimum coverage shoulder, upper body, mid thigh, eg shorts and T-shirt, cycling attire. (sleeveless T-shirts, tank tops, singlets, etc, are not permissible).

3. SCRUTINEERING

3.1 Compulsory

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

3.2 Before track

Prior to taking the track for practice, all vehicles and teams shall be scrutineered for safety.

3.3 Waiver

If the team has not passed scrutineering, a vehicle may receive a provisional safety check and clearance to enable it to participate in the practice sessions.

3.4 Subsequent scrutineering

Vehicles involved in major on-track collisions, crashes or rollovers will be tagged by officials and are required to proceed directly to the pits for inspection and if necessary repair. Tagged vehicles will not be allowed to rejoin the trial until the tag is removed following a Chief Marshal inspection. Vehicles will also be inspected at random during the trial for operation of safety items such as brakes or mirrors which will also require rectification before continuing.

4. TRAFFIC FLAG SIGNALS

4.1 Flags

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

Yellow/orange:

A sign of danger or track obstruction in the vicinity of the marshal point.

Riders are required to pass the point of danger at a reduced speed using extreme caution. It is an offence to overtake a vehicle at the corner displaying a yellow flag.

Red:

An indication of extreme danger.

All vehicles shall come to an **immediate** stop. Racing has ceased. Riders will absolutely follow the directions of the Clerk of Course, Track Marshal and flag marshals. Drivers will not proceed or continue with the trial until they see the green flag.

Green:

The track is clear for competition.

5. START and FINISH

5.1 Pre-Race Briefing

All team members must attend the pre-race briefing by the Clerk of Course and Trial Coordinator.

5.2 Lap Timing and recording

Event organizers will hand out official lap/rider timing sheets before the start of the event.

It is the Team Managers responsibility to ensure that:

- each individual rider's starting time is clearly indicated on all sheets
- lap times and the number of laps completed for each rider participating is clearly indicated on the official sheets
- team members are asked to return lap timing sheets to officials as soon as each sheet is completed. Lap timing sheets will have a set number of laps allocated, this sheet when filled is to be returned to the official timing/recording desk for race position updates.

5.3 Grid Assembly

The Clerk of Course in conjunction with the event committee will allocate starting grid positions. Vehicles will be called to the starting grid assembly area 15 minutes prior to the official start.

5.4 Trial Start

The trial will be started with the drop of the National flag.

5.5 Trial Finish

The trial will conclude with the display of the black and white chequered flag, 6 hours after the start.

5.6 Rejoining the trial.

In the case of a restart all vehicles will be assembled on the track start grid in their finishing positions (black flag positions) for the restart.

6. TRACK CONDUCT

Please note the track surface is flat and of bitumen.

6.1 Speed Limit

Speedometers are mandatory and - All competing vehicles shall observe a maximum speed of 35 kilometres per hour during practice, 50 kms per hour during the trial, and 10 km/hr in pit lane.

6.2 Keep to the left

Vehicles must keep to the **left** of the track, unless overtaking another vehicle.

6.3 Seatbelts

All vehicle occupants shall wear a correctly adjusted seatbelt or harness when on the track during practice and the trial.

6.4 Injured Riders

Shall receive immediate assistance from the flag marshals and where necessary medical attention via St Johns and the event First Aid/Safety Officers.

6.5 Right of Way

Competing vehicles have right of way over disabled vehicles that will be collected and returned to the pit area.

6.6 Direction of Travel

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

6.7 Overtaking

Vehicles must overtake on the outside, to the right of the vehicle being overtaken. An overtaking vehicle must ensure a clearance of at least 3 metres (one vehicle length) before assuming an inside running position. Riders must not change lanes without checking their mirrors to make sure it is safe to do so. It is the responsibility of the overtaking (faster) vehicle to ensure that the overtaking move is carried out without endangering other competitors. Cutting in, deliberate blocking or leaving insufficient clearance will be penalised.

6.8 Slipstreaming

Slipstreaming is not permitted. Riders must maintain a safe distance (at least 3 metres or one vehicle length) between vehicles at all times.

6.9 Track Incidents

Vehicles involved in major on track collisions, crashes or rollovers will be tagged by officials and are required to proceed directly to the pits for inspection and if necessary repair. Tagged vehicles will not be allowed to rejoin the trial until the tag is removed following an inspection by the Chief Track Marshal. Vehicles may also be inspected at random during the trial for operation of safety items such as brakes or mirrors which will also require rectification before continuing.

7. PIT PROCEDURE

You are required to supply your own table, chairs and shelter (marque).

7.1 Speed in Pits

Maximum speed in the pit area is 10kph.

7.2 Direction of Travel in Pits

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

7.3 Driver Change-Over

All driver and passenger changes shall occur in the designated area adjacent to each team's pit.

7.4 Stopping in Pits

7.4.1 Brakes only

Vehicles shall come to a halt in the driver change lane under the effect of the vehicle's own braking system. Stopping with the assistance of others is not permitted.

7.4.2 Full stop

Vehicles shall be stationary prior to unfastening seatbelts or harness.

7.4.3 Riders/Drivers

Driver refreshments and adjustments to clothing etc, shall only be effected when the vehicle is stationary in the pit area. *(drivers must come into the pits to refill water bottles etc.)*

7.4.4 Pit Crew

A maximum of three students and one or two supervising adults, in addition to the incoming and outgoing riders, shall attend a vehicle in the pit lane at driver change-over. Riders just completing or about to commence a session will enter and leave the pit area at the designated point or as directed by track marshals.

7.5 Pit Lanes

Pit entry and exit lanes shall be kept clear at all times.

7.6 Major Repairs

Shall be carried out in the designated repair area and vehicles requiring major repairs will be tagged by the officials and will not be allowed to rejoin the trial until the tag is removed following an inspection.

7.7 Vehicle Restarts

Vehicles that have been involved in a track incident and received a coloured sticker CANNOT restart until the Track Marshal has checked the vehicle and removed the sticker.

8. TRIAL POINT SCORING

The vehicle completing the most number of laps in each class in the trial period scores the maximum 50 points. Other vehicles in each class score points for the number of laps completed in proportion to the number of laps. For example, say team AA in a particular class travels farthest, 200 laps, and team BB in the same class travels 160 laps. Points scored are as follows:

Team AA:

200 laps = 50 points

Team BB:

160 laps $50 \times 160/200 = 40$ points

9. INFRINGEMENTS

9.1 Vehicle Design

Vehicles which are considered safe but DO NOT comply with key elements of vehicle specifications may start the trial with a 10 lap penalty.

This penalty can only be applied by the Scrutineer.

9.2 Communication channels

Infringements of these competition rules shall be communicated to the Clerk of Course by confirmed written reports from:

- track marshal
- trial and expo co-ordinator
- scrutineer, or
- event committee member.

9.3 Reporting

Teams may draw to the attention of these officials, infringements by other competitors.

9.4 Appropriate forms

Incidents must be reported, or protests lodged, by completing a written statement of the incident.

9.5 Details required

Such documentation shall bear the time of the incident, name and signature of:

- the competitor
- the team manager, and
- the marshal supervising the area of the incident

9.6 Time limitation

Documentation and representation to the Clerk of Course must occur no later than 15 minutes after the incident.

9.7 Penalties

Penalties for infringement of these regulations may take the form of:

- a warning
- a stop and go penalty
- disqualification of a rider
- exclusion from trial results, or
- withdrawal from competition.

Teams failing to comply with the requirements of "TAGGED" crash/damaged vehicles, or unauthorized removal of the tag will receive an automatic 10 lap penalty.