To All ANTRO Members,

These Sporting Regulations have been prepared by the current Management Committee of the Australian National Truck Racing Organisation (ANTRO) and will be in place for the Australian Super Truck Nationals (ASTN).

This document has been prepared for and on behalf of ANTRO members for the benefit of conducting a more professional outcome for our current series; and a platform for the future of our category.

In producing these sporting regulations, it has been agreed that it will be a continued work in progress allowing valuable input from competitors and members alike to be added by appropriate discussion and ballot.

It is expected that all concerned will approach these rules as a means of a level playing field - which will benefit a racing category that like the people associated with it, is unique.

Please review the document and feel free to contact a member of the Management Committee with your input to be placed on an agenda in an appropriate forum.

Regards,

Bobby Dale

ANTRO President

AUSTRALIAN NATIONAL TRUCK RACING ORGANISATION [ANTRO] 2025 SPORTING REGULATIONS

Latest Review Date: 20th July 2025

TABLE OF CONTENTS

CHAPTER 1 - ADMINISTRATION 4

OVERVIEW:
1. IDENTIFICATION 4
2. AUTHORITY 4
3. ELIGIBLE TRUCKS 4
4. LICENCES 4
5. SCHEDULE 4
6. REGISTRATION 5
7. RELIEF DRIVERS 5
8. SERIES OFFICIALS: 5-6

CHAPTER 2 - CHAMPIONSHIP ROUND FORMAT 7

1. OVERSUBSCRIBED ENTRIES 7
2. DURATION 7
3. SCRUTINEERING 7
4. PRIVATE PRACTICE 7
5. QUALIFYING / NON-QUALIFYING - CHAMPIONSHIP 7
6. QUALIFYING - NON CHAMPIONSHIP 7
7. WARM-UP 7
8. RACE FORMAT - CHAMPIONSHIP RACES 8
9. RACE FORMAT - NON CHAMPIONSHIP RACES 8
10. NON QUALIFYING VEHICLES 8
11. START PROCEDURE 9-10
12. PARC FERMÉ 10
13 DRIVERS BRIEFING 10

CHAPTER 3 - AWARDS AND POINTSCORES 11

1. RACES TO COUNT 11
2. AWARD OF POINTS 11-12
3. MULTIPLE DRIVERS 12
4. MINIMUM AWARDS 12

CHAPTER 4 - TECHNICAL 13

1. PIT CREW ATTIRE 13
2. SPEED LIMIT 13-14
3. SMOKE 14-15
4. CLASSES 15
5. FUEL 15
6. TYRES 15

CHAPTER 5 - SPONSOR, MEDIA & VEHICLE IDENTIFICATION REQUIREMENTS 16

1. SPONSOR'S PRESENCE 16
2. PRESENTATION 16
3. MEDIA RIDES 16
4. VEHICLE MARKINGS 17

CHAPTER 6- MEDIA IMAGES

1.DISCLAMER 17

SPORTING REGULATIONS

AUSTRALIAN SUPER TRUCK NATIONALS (ASTN)

CHAPTER 1 - ADMINISTRATION

1. Identification

By entering any race in the ASTN, entrants and their sponsors agree to refer to it only by its full title. Any advertising matter must include the full title. It is the responsibility of the entrant to ensure that this requirement is met. The ASTN name will be announced at the start of the season.

2. Authority

The series will be conducted under these Sporting Regulations in conjunction with the Supplementary Regulations published by the promoter of each race meeting and any further regulations which may be issued adhered to.

ANTRO reserves the right at any time to amend these sporting regulations, which in normal circumstances, will be advised to entrants in good time.

3. Eligible Trucks

All races in the ASTN will be contested only by trucks complying with the Truck Formula published by AASA and any amendments thereto. Overseas competitors wishing to compete may be subject to dispensations after consideration.

4. Licenses

All drivers must hold a race License that is accepted by the circuit: eg (AASA, MOTOR SPORT AUSTRALIA, MOTOR SPORTS NZ)

5. Schedule

The dates and venues of the ASTN will be announced as soon as they are locked in. Round details will be provided to members prior to being announced to the public.

6. Registration

All drivers and entrants must be financial members of ANTRO to compete in the ASTN; with any outstanding dues paid in full.

All trucks must hold a AASA or MOTOR SPORT AUSTRALIA logbook to compete in the 2025 ASTN. **Trucks competing in Australia from overseas must have a logbook from their respective sporting body**.

All drivers must hold an approved license (AASA, MOTOR SPORT AUSTRLIA, International license) to compete in the ASTN.

7. Relief Drivers

Relief drivers are permitted to drive in the National Driver championship races. However, the points that they accumulate will be credited to their name and not allocated to the regular driver.

8. Series Officials

Driver Standards Observer

(i) The Driver Standards Observer (DSO) is *Rob Waters.* The DSO is a non-team based official appointed by ANTRO, whose role is to advise the Series Administrator, race officials and stewards on in-race penalties, subsequent inquiries and recommended penalties, immediate or post-race.

(ii) DSO may appoint assistants who will be directly responsible to them.

(iii) The Series Administrator is *Bobby Dale (President).*

(iv) The category manager is *Bobby Dale (President).*

ANTRO CONTACTS

ANTRO President: Bobby Dale 0412 513 313 *bobby@truckracing.com.au*

ANTRO Vice President: Leon Thorpe 0422 489 758

Treasurer: Kerrie Fern 0419 336 110 *admin@truckracing.com.au*

Secretary: Annette Brown 0438 539 141

CHAPTER 2 - ASTN ROUND FORMAT

1. Oversubscribed Entries

In instances of entries being greater than the track density (or the number prescribed in the relevant Supplementary Regulations), the grid shall be made up in qualifying order so that up to 4 starters may be included at the rear of the grid at the discretion of the organisers.

2. Duration

All rounds will have duration of one day of practice and two days of racing, with Private Practice by arrangement with the track prior to the event. Practice will be held the day before the first race day.

3. Scrutineering

Scrutineering will be carried out prior to official practice and racing, and at other times as determined by the DSO, Chief Scrutineer or the Clerk of Course - in the assigned area set aside by the promoters for this purpose. Additionally, ANTRO may appoint a team of scrutineers if required. All competitors will be notified prior to scrutineering.

4. Private Practice

Details will be contained in the Further Supplementary Regulations for each event.

5. Qualifying ASTN

a. There will be at least one (1) non-qualifying session lasting 20 minutes on the morning of racing.

b. Qualifying will be 1 session for ASTN.

c. The top 5 shoot out will consist of the 5 fastest trucks from the qualifying session; whereby the times will be set a zero and all 5 trucks will take part in one full lap the fastest of which will be on pole.

7. Warm-Up

A 10-minute warm-up session will be provided on the day of the races.

8. Race Format ASTN races

Race 1: 6 lap ASTN race to start in the qualifying position

Race 2: 6 lap ASTN race to start in finishing position of race (1)

Race 3: 6 lap ASTN race to start in the reverse of race two (2)

Race 4: 10 lap ASTN race to start in the reverse of qualifying position

8 a) Race Format for Teams races

Race 1: 6 laps in the reverse order of the finishing position of the prior team's championship

Race 2: 6 laps in the reverse order of the finishing position of race 1

NOTE: Every race of the team's championship will be reverse grid of the race before. The point for the team's championship will be as set out in chapter 3.

9. Non Qualifying vehicles

In the event of a vehicle not being able to achieve a qualifying time for Whatever the reason, this vehicle will start in the following positions.

a. Race 1- Rear of entire field
b. Race 2- as per original format
c. Race 3- as per original format
d. Race 4- Rear of entire field

10. Start Procedure

a. Each Race will commence with a rolling start directly from the marshaling area. There is no stopping on the grid. The one-minute signal shall be shown to the field in the marshaling area.

b. On the instruction of an official, race vehicles will leave the marshaling area

for one warm up lap.

c. During the warm-up lap, vehicles will maintain their starting order with the pole position driver leading, keeping the 2x2 formation with a gap between all rows of one (1) truck length. Passing is only permitted if a vehicle is delayed when leaving its grid position or a vehicle has obvious problems and a vehicle behind it cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

d. The speed of the official vehicle/s must be around 80kph during the warm-up lap, and each vehicle in the field must maintain position within five vehicle lengths of the vehicle in front. Should this speed be different, drivers will be advised at the drivers briefing.

e. Drivers must not stop and do "burn outs" at any time during the warm-up lap.

f. Any driver who is unable to start the warm-up lap must indicate this and, after the remainder of the vehicles have crossed the Starting Line on their warm-up lap, may be removed into the pit lane or to another safe position. Vehicles entering pit lanes will be permitted to start from pit lane exit as detailed below. Any vehicle that has not yet left the marshaling area may at the discretion of the Clerk of the Course enter the race from that point.

g. In the case of a vehicle not being able to complete the warm-up lap and is unable to be removed from the track. The remainder of the vehicles will stay in correct formation behind the pace car until the track has been

h. Unless the Clerk of Course instructs otherwise, as the field approaches the end of the warm-up lap, the official vehicle will turn off its' flashing lights, then enter pit lane or designated point. The field will proceed on, led by the vehicle on pole. Each vehicle must maintain its position until it crosses the starting line. The lead vehicle and all others in the field must maintain a speed of between 75 and 85 km/h until the signal to start has been given. This speed may be measured by checking GPS download and any vehicle may be penalised if not maintaining a speed within the range specified. In such a case, the starter may abort the start and require the field to proceed on another lap penalties against the driver concerned may also be issued.

i. If the Starter is satisfied that all vehicles are correctly positioned as the vehicles approach the start line at the end of the warm-up lap he will indicate the start of the race by waving the green flag or turning off the RED lights to the field.

J. Any significant deviation to either side of the vehicle in front, prior to the vehicles crossing the Starting line, after the start signal has been given, is not permitted. Any driver so doing will be deemed out of position and may

be penalised by way of a stop /go penalty.

k. If a problem arises when the vehicles reach the Starting line at the end of the warm-up lap and before the official vehicle has withdrawn from the track, the green flag will not be displayed to the field, and the field behind the official vehicle will complete a second warm-up lap before completing the start procedure as above. If the official vehicle has withdrawn, the field led by the pole vehicle will complete a second warm-up lap at the same speed, prior to starting the race. Flashing yellow lights and/or waved yellow flags at all marshal posts will indicate a delayed or aborted start. The race will be shortened by one lap for each extra warm-up lap completed.

l. Any driver not following this procedure may be penalised by a Stop/Go penalty as determined by the Clerk of Course and/or by some other penalty as may be determined by the Stewards of the Meeting.

11. Parc Fermé

At the conclusion of any race, trucks may be detained for such time as required by the DSO, Scrutineers or the Stewards of the Meeting

12 Driver Briefings

Each Driver must attend the compulsory Drivers' briefing. The time and location of this briefing will be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver to confirm attendance. Other compulsory briefings may be convened as required and will be advised to all Competitors accordingly

CHAPTER 3 – AWARDS AND POINT SCORES

1. Races that Count for the AUSTRALIAN Super Truck Nationals

(a) ***A minimum of three (3) rounds must be completed for a championship to be declared***

(b) Points for Qualifying and all 4 races described in these sporting regulations in all three rounds will determine the Australian Super Truck Nationals

2. Points for AUSTRALIAN Super Truck Nationals **are as followed**

General Classification, Qualifying, Race 1,2,3,4

1st	15 points
2nd	13 points
3rd	11 points
4th	10 points
5th	9 points
6th	8 points
7th	7 points
8th	6 points
9th	5 points
10th	4 points
11th	3 points
12th	2 points
13th	1 point as for every position thereafter.

(a) Points will only be awarded to drivers classified as finishers in the results of each race

(b) The results for each round of the Series will be determined by the number of points scored by each driver at that round. In the event of a tie at the end of any round of the Series, the final positions for that round will be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round results will be awarded to the higher placed finisher in the final race.

(c) The driver gaining the highest points total over the four (4) rounds shall be declared the winner of the Series.

(d) In the event of a tie at the end of the Series, final positions will be determined by comparing the race results achieved by each tied team, with the team with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it will have resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until all positions have been determined.

3. Multiple Drivers

Multiple drivers are allowed to score points in the Australian Super Truck Nationals, but the point are only awarded to the driver under their name no exceptions

3a Multiple drivers are allowed to score points in the ANTRO Teams Championship and all teams points are to be accumulated. .

4. Awards

The provision of all awards is the responsibility of ANTRO.

CHAPTER 4 - TECHNICAL

1. Pit Crew Attire

Entrants are reminded of the requirement that all pit crew members must wear shoes and socks, neck to ankle covering, and a least a short sleeved shirt, all of an appropriate standard.

2. Speed limit

2.1 On the track:

The GPSs will be checked after each race, qualifying and practice if required; including tracks where the vehicles can't achieve the maximum speed limit

If a speed is higher than the speed permitted then the SD card MUST be checked for any other infringements. The SD cards can only be removed from the GPS unit by a person or persons appointed by ANTRO or in the presents of a person appointed by ANTRO. Each SD card will be checked by 3 people from different teams (appointed on the day) whereby only the speeds will be checked. After the speed has been recorded the SD card will then be deleted of all data and returned back to the team. It is the driver's responsibility to hand over the SD card when asked for it and it's also the team's responsibility to make sure it is placed back in the GPS unit.

Any driver whose vehicle exceeds 160 km/h will be penalized as follows:

- During any qualifying session:

The time achieved on the lap during and the one before and after which an infringement occurred will not be recorded

Any driver who does not record a time, due to speeding infringements will start from the rear of the entire grid as per paragraph 10 (NON QUALIFYING VEHICLES) Should the number of entries exceed the grid density, drivers not recording a time as a result of the enforcement of this Regulation will be considered not qualifying

- During a race:

a) for a first infraction, the driver will lose 2 championship points.
b) for a second infraction, the driver will lose another 2 championship points.
c) for a third infraction, the driver will lose another 2 championship points
d) For a fourth infraction, the driver will be excluded from the race concerned.
e) Any driver whose vehicle exceeds 170 km/h will be excluded

from the race concerned, on his first infraction

- Any time during the meeting

If at any time the memory card in the GPS unit does not register a speed during a race or qualifying session due to anything other than a GPS malfunction then a 5 second penalty will occur for every lap that there is no reading, therefore it is the responsibility of the competitor to assure that the memory card and the wiring to the GPS is installed correctly. All GPS units will be supplied in working order, but if a GPS unit fails and does not record a speed it will be referred to the technical commissioner for a judgment

2.2 Pit Lane:

The speed of vehicles in the pit lane is limited to 50 km/h maximum. This will be measured with equipment supplied by the organiser.

2.3 Judge of Fact

The DSO and/or the Chief Scrutineer at each event will be considered Judge of Fact regarding breaches of the maximum speed limit.

2.4 Starting lineup after timed penalties

If a driver incurs a timed penalty and the following race is a reverse grid race then that driver MUST start from the rear of the grid

3. Smoke

3.1 Levels of Smoke Emission

During any official sessions, vehicles may not emit more than 5 seconds of smoke consecutively.

3.2 Judge of Fact

The DSO in conjunction with the Clerk of Course, will be Judge of Fact in regard to smoke emissions.

3.3 Penalties for Excessive Smoke Emission

If a vehicle emits smoke above the maximum prescribed levels (refer 3.1), the following penalties will apply to all official sessions during each round of the Championship:

a) Offence – The competitor will be shown the black flag and must exit the circuit without commencing another lap. If a qualifying session, the time achieved on the lap during which an infringement occurred will not be recorded, and the fastest legitimate qualifying lap of that competitor will be disregarded. The competitor will not be permitted to continue in the remainder of that session.

DSO must inform the Clerk of Course and the Chief Timekeeper of any penalty to be applied.

3.4 Onboard cameras

Antro approved cameras will be fitted to all trucks for the purpose of checking on track incidents and driving standards. Cameras must be turned on while the truck is on track

Two cameras will be provided to each truck; one at the front facing out on to the track and one at the rear facing back. Eventually, ANTRO will rovide a third in-cab camera facing the driver.

Footage must only be accessed but an ANTRO official.

Personal recording devices may be used but cannot be used in place of the official Antro approved cameras unless approval is given.

4. CLASSES

There are three (3) classes in the Australian Super Truck Nationals

Super Truck A 5500Kg (auto gear box, mechanical or electronic engine)

Super Truck B 5000Kg (manual gear box, mechanical engines)

Light Truck C 3400Kg (engine displacement of 7400cc)

Super Light Truck [evaluation category*]: 3.900Kg (engine displacement of 7800cc)

** Specifications for this evaluation category can be changed at the discretion of the ANTRO committee*

5. Fuel

For the duration of any meeting, competitors must only use fuel that complies

with the definition of commercial fuel as defined in the AASA technical regulations part 1 general 4.5.1

Any fuel other than the fuel specified in the AASA technical regulations must also be approved by ANTRO

Note fuel samples may be taken randomly

6 *Tyres*

[a] All tyres must comply with the AASA technical regulations and must be approved by ANTRO for use in this series

[b] All super truck tyres must comply with schedule **15.1 tyres and 15.2 tyre type** in the AASA technical regulations part 2

[d] Light truck tyres are free but must comply with the AASA technical regulations

CHAPTER 5 - SPONSOR, MEDIA & VEHICLE IDENTIFICATION REQUIREMENTS

1. Sponsor's Presence

Sponsor's personnel and assistants (e.g. girls with umbrellas) are permitted in the marshaling area prior to the warm-up lap.

2. Presentation

The prize-giving presentation is not to take place prior to the DSO releasing the vehicles from post event scrutiny.

3. Media rides

ANTRO, Promoters and AASA will use their best efforts to organise media coverage and drivers may be asked to give interviews and make themselves available when required.

ANTRO from time to time will organise media rides and require trucks to participate. This is mandatory, however if a truck is not running and cant participate in the hot laps the team must advise ANTRO of the situation

ANTRO reserves the right to refuse any truck in participating in any media rides if the truck does not conform to these guidelines

1: Trucks must have an approved 5-point safety harness that meets the same safety requirements as the driver's belts

2: Trucks must have an approved race seat that meet the same safety requirement as the driver's seat

3: Trucks must have an approved window net fitted to passenger window

4: Trucks must be easy to climb in and out of

5: Each team should have 2 helmets and hair nets, and have a team member available to assist with passengers

6: And above all your truck must be clean especially in the passenger side
Please keep in mind that they are media, sponsors and paying customers

7: Friday will be for track hot laps and all team own hot laps

8: Saturday will be for ANTRO sponsors and paid rides only

If any team needs to change the day of their hot lap please inform ANTRO on the Friday please

4. Vehicle Markings

All vehicles may be required to carry the series and sponsors decals. Entrants must reserve a space big enough on the front and each side of the vehicle, to which series sponsor decals, will be applied.

The competition number must be placed on each side and on the front of the vehicle, in accordance with the AASA technical regulations

CHAPTER 6- MEDIA IMAGES

1. **All images taken on behalf of ANTRO remain the property of ANTRO these**
Images are to be used for the ANTRO web site, social media and any media outlets to promote ANTRO, its members and Truck Racing.

2. By entering any race meeting in the 2020 Australian Super Truck Nationals you are giving permission for any images of you, your truck and your team to be use buy ANTRO for
Promotions NO EXCEPTIONS . By entering the series you are automatically agreeing to this.

CHAPTER 7- SOCIAL MEDIA AND A CODE OF CONDUCT

While social media is a great platform for interaction with supporters and sponsors if not used in the wright way it will harm our sport, below are some guide line of what NOT to do this is a work in progress and may be change in the future

1. There will be NO derogatory comments made by any team or team representative aimed towards any other team ,there driver ,the Club, the race circuit or any sponsor in other words KEEP IT POSITIVE
2. This applies to the teams page and the super truck page all comments must be of a positive nature
3. This applies to all social media plat forms now and in the future
4. The driver is responsible for the teams actions if any team member is found to break these rules the penalties imposed will be on the driver
5. All penalties are TBD by the ANTRO committee

CODE OF CONDUCT

1. All Drivers and team owners are responsible for their team members and anyone who makes up there crew , we need to be respectful of the spectators and especially the children in the pits we all need to make sure that all discussions are in private.
2. Any of these actions or negative behavior will be classed as bringing the sport into disrepute and penalties will apply.