

Advice for vehicles constructed to FSG Rules and competing at FSAE Australasia

Group A Vehicles:

Vehicles which have been constructed to also comply with the 2018 International FSAE Rules.

Group B Vehicles:

Vehicles constructed only taking account of the 2018 FSG Rules.

Administrative Requirements

Group A and Group B Vehicles

Each country competition will have their own unique administrative and event control requirements which are independent of vehicle design and construction.

The FSAE Australasia administrative requirements and event procedures are per the FSAE International Rules except where modified or complemented by the requirements listed in the FSAE-A Addendum for 2018. Regardless of the rules used for the design and construction of the vehicle, all teams must comply with these requirements. The FSAE-A competition is run under the cover of the Confederation of Australian Motor Sports (CAMS) and the safety requirements and driver apparel defined in the Addendum must meet or exceed the CAMS requirements.

The event is intended as a university supported and educational event for the student team. The university oversight of the team preparation and entry is regarded as essential. Therefore the Faculty Advisor is a key role. As the FSG Rules no longer refer to the Faculty Advisor, the following will apply to vehicles using just the FSG Rules for the FSAE-A competition. It is recognised that many FSG teams will likely still employ a Faculty Advisor or equivalent to oversee the activity of the team at the university.

- If the university has had a Faculty Advisor in place throughout the period of activity of the team at the University, then the FA should attend the event and the other FA notes included in the International Rules and FSAE-A Addendum will apply.
- If the university has not had a Faculty Advisor in place, then for the team entry to be accepted, a Statutory Declaration (a legally binding form or authority), as described below, signed by a permanently employed member of the university Engineering School or Faculty must be provided with the team's registration and a university employee must accompany the team to fulfil the role of Faculty Advisor (and also the OH&S representative if not otherwise covered) at the event.

The Declaration must state that the

design and build of the entered vehicle has been wholly undertaken/executed by the team members, without outside assistance in the design and fabrication by university staff, or external professional persons, or sponsors. The person signing must be at the minimum level of Associate Professor.

In general, the local administration will attempt to assist overseas teams as much as possible to facilitate their entry into the Australasian Event.

Rules Requirements for Construction and Build Conformance

Group A Vehicles.

These vehicles should comply with the majority of design and construction requirements. Only the additional or modified requirements as detailed in the FSAE-A Addendum need to be addressed by teams in order to ensure compliance.

Group A & B Vehicles

For any specific rules related question or interpretation, teams should contact Info@sae-a.com.au or submit a formal rules enquiry as outlined in the Addendum.

Electric vehicles will likely find more requirements to address than IC vehicles.

If SES/SRCF submissions have been previously approved at other competitions this should facilitate approval at the Australasian event.

Group B Vehicles

There is no published list of items that identify the exact variations that may affect ability of a vehicle built to the FSG rules to comply with the FSAE International rules. The level of compliance will be affected by the exact design of particular vehicles. Some vehicles may have exceeded the requirements the FSG. Accordingly, it is up to individual teams to assess their compliance against the FSAE International rules.

It is recommended that teams develop a summary list of all the variances they can identify and submit this listing, with as much detail as possible, to FSAE-Australasia for assessment of acceptability. Non-compliance in some areas will not mean automatic disqualification. Items affecting vehicle safety will be of most concern. For example, it is known that the FSG rules rewrite inadvertently omitted the minimum width requirement at the base of the Main Roll Hoop which affects rollover safety.

Submission of as much detail as possible on the team's vehicle as designed and built will assist review and acceptance by the Australasian Rules Committee.

13 June 2018