



SYDNEY MOTORSPORT PARK 17<sup>th</sup> MAY 2025

## 1. ENTRIES

- 1.1 Entries for the 2025 Viola Private Wealth Sydney 300 open at 10.00am on Monday, 8<sup>th</sup> April. Competitors must enter online. **Only fully completed entry forms will be accepted.**
- 1.2 The first 60 fully completed entries will be accepted; entries received after this will be placed on a waiting list in the order they are received.
- 1.3 Co-Driver details are not required at time of entry. Entrant and Driver 1 must be fully completed at time of entry.
- 1.4 Entries will be accepted in order of entry time and payment. Payments via Credit Card are encouraged, as Direct Deposits take time to process.
- 1.5 If the entries exceeds the maximum completed entries, the promotor reserves the right to take reserves for the event.
- 1.6 In the event that the reserve list is activated and a competitor withdraws, no refund will be given to the competitor unless a reserve competitor can fulfil the entry.  
(The purpose of this rule is to ensure competitors give ample time to withdraw from the event, and give the reserve competitor opportunity to make arrangements to be at the event)

## 2. THE RACE

- 2.1 The Sydney 300 is a race for invited vehicles (excluding V8 Supercars, TCR & GT cars) such as Production Cars, Super TT, Production Sports, Improved Production, BMW E30s, BMW E36's, Porsche 944s, Mazda MX5s, Hyundai Excels and Nissan Pulsars and will be run over 300 kilometres (77 laps) on the GP/Gardiner circuit at Sydney Motorsport Park. Each vehicle entering the Sydney 300 will be driven by one (1), two (2) or three (3) drivers.
- 2.2 The event organisers reserve the right to reject an entry based on the car being too fast or inappropriate for the event.
- 2.3 The event organisers reserve the right to reject an entry if the car has demonstrated a lap time quicker than 1:38.000.

## 3. PRACTICE

- 3.1 All drivers must practice in their nominated car.
- 3.2 To be permitted to start the race, all drivers must complete at least two laps in practice or seek special dispensation from the Clerk of the Course.
- 3.3 Competitors will be divided into Practice groups as determined by the event organiser and distributed to all competitors.

## 4. QUALIFYING and GRID POSITIONS

- 4.1 Qualifying will be divided up into three segments: Q1, Q2 and Q3. All drivers entered in each car are permitted to drive in qualifying and all qualifying results will be determined by the best time achieved by each car, regardless of which driver set the time.
  - 4.1.1 Q1 (25 minutes) – all vehicles participate; the slowest 40% of vehicles are eliminated at the end of the session and allocated into their grid positions. All lap times for the remaining competitors will be cleared for Q2.
  - 4.1.2 Q2 (15 minutes) – the top 60% of vehicles from Q1 participate in Q2; the slowest 40% (as a percentage of the total field size) of cars are eliminated at the end of the session and allocated into their grid positions. All lap times for the remaining competitors will be cleared for Q3.
  - 4.1.3 Q3 (10 minutes) – the top 20% (as a percentage of the total field size) of cars participate in Q3, and their grid positions are determined based on fastest lap times.
  - 4.1.4 During the Sydney 300 briefing, competitors will be advised of the exact number of competitors in Q2 and Q3.



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- 4.2 There will be a five-minute break (starting from when the last car enters pit lane) between Q1 and Q2, and Q2 and Q3.
- 4.3 Refuelling at any stage from the commencement of Q1 to the conclusion of Q3 is NOT PERMITTED.

## 5. TYRES

- 5.1 The type of tyres that may be used is unrestricted. At no time during practice, qualifying or racing may the tread, when measured at any point, be less than 1.5mm depth, save that this does not apply to the shoulder of the tyre where excessive wear may occur due to steering and cornering.
- 5.2 Tyre changes during qualifying is prohibited. The same tyres must be used throughout all qualifying sessions.
- 5.3 Tyre changes during the race (i.e., during a pit stop) are permitted.
- 5.4 A full threaded wheel nut must be used with a minimum of 9 full turns to engage the wheel on the hub.
- 5.5 Pit crew are also reminded that they must "torque" each wheel nut up to the appropriate settings.

## 6. STARTING DRIVER NOMINATION

- 6.1 All drivers must nominate their starting driver for the Sydney 300, by notifying the Race Secretary, no later than thirty (30) minutes after qualifying has finished.
- 6.2 Single driver entries do not need to nominate.
- 6.3 Failure to nominate the starting driver by this time will result in the vehicle commencing the Sydney 300 at the rear of the grid with Driver A.

## 7. ORDER OF START

- 7.1 Starting positions will be determined by the qualifying order.

## 8. START PROCEDURE

- 8.1 All cars must be in the pre-grid prior to the 1-minute board. Failure to do so will result in starting from Pit Lane.
- 8.2 All Competitors will be shown a green flag in marshalling area to open the pit lane. The field is to proceed on a warmup lap to their grid position on the main straight and stop in their grid position until all cars are in position.
- 8.3 The Starter will wave green flag and display warm up lap board as the field moves off behind the Safety Car (SC).
- 8.4 The starting procedure will be a rolling start.
- 8.4.1 A Safety Car (SC) with flashing lights will lead the competitors on the warmup lap(s). The SC lights will be extinguished prior to Turn 15 and the SC will peel off. The pole-sitter will then maintain the speed set by the Safety Car. If the starter is satisfied that all cars are formed up correctly, he will indicate the start of the race by waving the green flag.

## 9. TOP TEN BLUE WARNING LIGHTS

- 9.1 The organisers **may** issue the first ten cars on the grid a flashing blue light which must be fitted to that entry. This is to warn other competitors & assist flag marshals in identifying the faster cars in the field. No other cars are permitted to have flashing lights fitted.

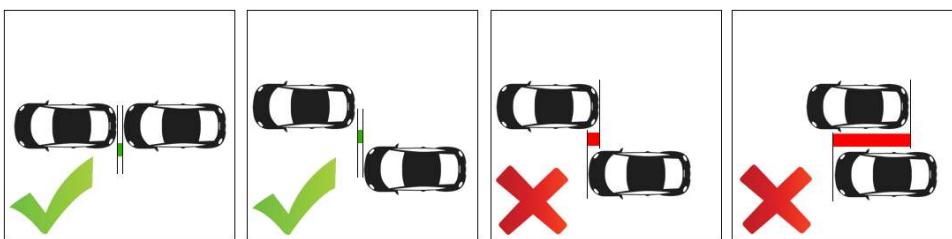
## 10. RACE RECEIVERS

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- 10.1 All drivers and co-drivers will be required to use race receivers during competition (Competition means all warmup, practice, qualifying and racing sessions.).
- 10.2 During competition, the race receiver system will be used to advise drivers of safety issues, Safety Car and emergency response vehicles entering the circuit and other important information.
- 10.3 All vehicles must have a fully functional Race Receiver.
- 10.4 It is not permitted to use any device which has the ability to transmit on the designated frequency unless prior approval has been granted.
- 10.5 Teams are not permitted to relay messages from Race Control to the vehicle in lieu of a Race Receiver.
- 10.6 The Race Receiver unit can be purchased by contacting the promotor, or during your online entry.
- 10.7 It is recommended that team managers also have access to a race receiver so that they are aware of instructions from race control to drivers on the circuit.

## 11. SAFETY CAR

- 11.1 During the event, incidents may occur which will require the deployment of the Safety Car. The purpose of the Safety Car is to control the field of competing cars so the appropriate response to incidents is possible.
  - 11.1.1 When the Safety Car conditions are applied, all flag points around the circuit will display a yellow light or flag along with the White SC board. At the same time Race Control will broadcast the message "Safety Car, Safety Car, Safety Car".
  - 11.1.2 All competing crews are to immediately drive with caution (Yellow Flag Conditions) and continue around the circuit joining the queue of cars behind the Safety Car.
  - 11.1.3 The Safety Car will enter the circuit from the Pit Lane Exit Road. All cars will line up in single file behind the Safety Car maintaining a maximum distance of five car lengths from the car in front.
  - 11.1.4 The speed of the Safety Car will be managed by Race Control as required.
  - 11.1.5 Once the field is under control behind the Safety Car, The Safety Car Observer may signal to following cars to overtake the Safety Car. This is to ensure the leader (or other relevant car) is directly behind the Safety Car for the re-start.
  - 11.1.6 When the Safety Car is directed to leave the circuit, the flashing lights will be turned off prior to Turn 15 and it will enter Pit Lane via the Pit Entry Road.
  - 11.1.7 When lights on the Safety Car are extinguished, all tyre warming (weaving/acceleration/braking) by all cars is to cease.
  - 11.1.8 As the leading car approaches the Start Line, the signal to resume racing will be given by the Starter waving a Green Flag, at which time the yellow light and SC will be removed progressively around the circuit and replaced by a green light.
  - 11.1.9 At the restart, drivers are not permitted to overtake or overlap the car in front until they have crossed the start/finish line.



- 11.1.10 Pit Lane will function as normal during Safety Car conditions, except that Pit Exit will be closed as the Safety Car exits Turn 12 until the car at the end of the S/C Train passes Pit Exit.
- 11.1.11 All laps completed under Safety Car conditions will be counted as race laps.



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**12. DRIVERS**

12.1 A driver may only enter in (1) car in the event. There will be no cross-entries.

12.2 All drivers will be allocated a driver ID sticker. That sticker must be placed on the helmet in a position that can be easily seen by Marshalls.

**13. DIVISIONS**

13.1 Divisions for the Sydney 300 will be determined by the fastest qualifying lap time of each car in any segment of qualifying (Q1, Q2 or Q3).

13.2 There will be five divisions in total. If any car records a lap time faster than the fastest time for their division on more than two (2) occasions will be penalised as per 28.1.L

13.3 No car is permitted to go faster than 1:38.00 at any time during the weekend, including official practice, qualifying, or the race. Any car which goes faster than 1:38.00 will receive warnings for the first two infringements and will be excluded from the meeting upon the third infringement. Any times faster than 1:38.00 in official practice or qualifying will be disallowed.

13.4 Once a division has been nominated, any breakouts that occurred prior to nomination will count towards 13.2.

13.5 With the approval of the Clerk of Course, a competitor may nominate a faster division, no later than 30 minutes prior to the commencement of the race.

13.6 The Clerk of Course & Event Director reserves the right to re-allocate vehicles into Divisions based on previous lap times recorded, including times from practice at the event, or previous events.

13.7 Trophies will be awarded to the top three competitors in each division and the top three outright placegetters.

**14. COMPULSORY PIT STOP (CPS)**

14.1 The minimum number and time of CPS for all cars will be as follows:

Division	Qualifying lap time	Number of CPS
A	1:38.0000 to 1:41.9999	2 x 5min
B	1:42.0000 to 1:45.9999	1 x 5min + 1 x 2.5min
C	1:46.0000 to 1:49.9999	1 x 5min
D	1:50.0000 to 1:53.9999	1 x 5min
E	1:54.0000 and slower	1 x 5min

14.2 Failure to complete the CPS satisfactorily will result in a penalty at the discretion of the Clerk of Course.

14.3 The window for Compulsory Pit Stops will be open from when the Race Leader crosses the Start Line to commence Lap 10 until the Race Leader crosses the Start Line to complete Lap 70.

14.4 The opening and closing of the CPS Window will be indicated by a Siren and Pit Open or Pit Closed Board displayed at the Starters Rostrum.

14.5 If the Safety Car is deployed during the CPS Window, the CPS Window will not be extended.

14.6 Compulsory Pit Stops can be completed during Safety Car periods.

14.7 Pit Stops outside of the CPS are allowed at any time.

14.8 Failure to attempt a CPS will result in a penalty, refer to 28.1.A.

14.9 The driver's safety harness must be fastened before the vehicle leaves its allocated pit bay



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14.10 All crew, except the Car Controller, and equipment must return behind the prescribed control line before the vehicle can leave its allocated pit bay.

## 15. DRIVERS BREIFING

15.1 The driver's briefing for the Sydney 300 competitors will be held in the Hinxman room located in on level 1 at a time to be advised in the event schedule.

15.2 The entrance to the drivers briefing will be using the door located above Pitlane Garage 49.

15.3 It will be compulsory for all drivers to attend.

15.4 Drivers will be scanned in; please ensure you are on time.

## 16. PIT LANE ALLOCATION AND BEHAVIOUR

16.1 Pit Lane/Garage allocation will be allocated in the order of receipt of completed entry.

16.2 There will be a 40kph speed limit in pit lane. Care must always be taken not to interfere with any other competitor or crew.

16.3 Any competitor entering or exiting Pit Lane at a speed in excess of 40kph or in an unsafe manner, may be penalised at the discretion of the Clerk of the Course.

16.4 Any vehicle reversing under power in Pit Lane will be penalised; however, pushing a vehicle backwards when it is safe to do so is acceptable.

16.5 Smoking in Pit Lane is strictly prohibited.

16.6 Children under the age of 16 years will not be permitted in pit lane.

16.7 All personnel must wear appropriate non-flammable clothing, which incorporates long sleeves, long trousers and shoes and socks when within 2 (two) meters of any refuelling.

16.8 Competitors spilling fuel on the ground during any race (outside of a pit stop) will be penalised in accordance with 28.1 C.

16.9 Competitors spilling fuel on the ground during any pit stop will be penalised in accordance with 28.1 D.

## 17. OTHER PIT STOP REQUIREMENTS AND MAINTENANCE IN PIT LANE

17.1 A Car Controller should be appointed for each vehicle, who is responsible for the safe conduct of any pit stop and specifically for the safe release of the vehicle at the conclusion of the pit stop.

17.2 Should a driver change be performed, the drivers may assist each other to exit and enter the vehicle. Alternatively, a driver's assistant may be used to assist with a driver change or a single driver exiting and re-entering the vehicle.

17.3 The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the pit stop.

17.4 A maximum number of five (5) crew members will be permitted to attend to a vehicle during pit stops. This does not include drivers assisting each other or drivers' assistants when changing drivers.

17.5 If repairs or adjustments are required underneath the car, jack stands must be in place after the vehicle is raised.

17.6 Jacking (lifting) equipment is limited to one (1) only manually operated hydraulic trolley jack. The removal and replacement of wheels must be done with either a manual wheel brace or a pneumatic air operated tool. Electric or battery-powered rattle guns can be used, but a Fire Marshall must be on standby with an extinguisher during the use of this equipment.

17.7 No work is to be conducted on the vehicle whilst re-fuelling is taking place. For the purpose of clarity of this rule, "whilst re-fuelling" will be defined as the moment the fuel cap is removed or a

refuelling apparatus has made contact with the vehicle.

#### 18. FUEL

- 18.1 Fuel used at this meeting must be as sold by the circuit. 98 RON, RF100 and E85 will be sold from the circuit fuel pumps.
- 18.2 Competitors may store up to 120L of fuel per vehicle in any garage at any time.
- 18.3 Competitors using fuel that does not comply will be excluded and charged with a breach of the regulations.

#### 19. RE-FUELLING

- 19.1 All refuelling personnel must be completely attired clothing of flameproof construction. This means overalls or long sleeves and trousers. gloves and balaclavas must be worn and any resultant exposed areas (e.g. eyes) must be covered to minimise risk of injury from flash fire burns (e.g. by goggles/glasses). The wearing of a full-face helmet is recommended in addition to the above.
- 19.2 The refuelling equipment must be as per AASA Appendix 6 – Refuelling Process & Approved Devices.
- 19.3 At all times refuelling of the vehicle must only be carried out in Pit Lane or the area designated as a refuel zone.
- 19.4 The maximum number of persons permitted to assist in refuelling the car is two (2) plus the car controller and the fire marshals.
- 19.5 At all times during the refuelling of the car, one (1) person must act as the fire attendant and must be ready and located less than one metre behind the person refuelling the vehicle with a working fire extinguisher (not less than 4.5kg).
- 19.6 The fire attendant must not participate in any other activities other than the duties of a fire attendant during the entire activity.
- 19.7 Competitors must provide one (1) x up to date, tagged and fully functional dry powder fire extinguisher (of a minimum capacity of 4.5kg with 9kg fire extinguishers being strongly recommended) per car under their control.
- 19.8 Smoking is not permitted in pit lane, the pit lane garages and/or the paddock during the meeting.
- 19.9 At all times when filling or emptying refuelling devices in the pit lane garage all personnel must be fully attired in the apparel as prescribed in the re-fuelling sections of these regulations. Competitors must also ensure that a similarly attired attendant, with a 4.5kg fire extinguisher be present.
- 19.10 The car must be connected to the other grounding connection (earthed) for the duration of all refuelling operations.
- 19.11 Teams are permitted to practice their refuelling outside of Sydney 300 session times provided that all personal are properly attired.
- 19.12 The vehicle must always be stationary during re-fuelling.
- 19.13 It is advisable to notify the designated officials of your intended re-fuelling no less than one (1) lap before attempting the stop.
- 19.14 It is compulsory for any pit stop where re-fuelling is taking place to take **2:30 (two minutes and thirty seconds)** from the time the car enters Pit Lane (40 km/h sign) until the car exits Pit Lane (speed de-restriction sign).
- 19.15 Cars must turn off their engine before re-fuelling starts. Turbocharged vehicles are exempt from turning off their engine but must comply with rule 19.16 below.
- 19.16 Turbocharged vehicles are permitted to leave their engines running but must have a second appropriately- attired fire attendant stationed at the front of the car with a minimum capacity of



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4.5kg (9kg fire extinguishers being strongly recommended). This attendant is additional to the three (3) re-fuelling personnel.

- 19.17 Where the fuel filler of the vehicle is located over a wheel, the wheel must be covered by a flame-retardant material to prevent the spilling of fuel on hot brakes.
- 19.18 Competitors spilling fuel on the ground during refuelling will be penalised in accordance with 28.1.E.
- 19.19 All re-fuelling equipment must be scrutineered before racing commences.
- 19.20 No other work on the car may take place until re-fuelling has been completed.
- 19.21 Once re-fuelling has been completed, please refer to 17.4 for crew members that are allowed to work on the vehicle.
- 19.22 Drivers must be IN or OUT of the vehicle while refuelling is taking place. For the purpose of clarity of this rule, the Driver must in the seat or out of the vehicle with the door closed. "While Refuelling" will be defined as the moment the fuel cap is removed or a refuelling apparatus has made contact with the vehicle.

## **20. PIT CREW**

- 20.1 All crew members must complete the Organiser's Indemnity form and received the designated armband before entering Pit Lane. Failure to do so will result in the associated competing vehicle being excluded from the meeting.

## **21. PIT SIGNALLING WALL**

- 21.1 No more than three (3) persons per race vehicle may be at the signalling wall at any time and then only persons who have been nominated on the official entry form and completed the required indemnity form are permitted in Pit Lane (outside garages).

## **22. RECOVERY**

- 22.1 If a vehicle stops on the track during a race or practice, the driver must retire to a safe place until the recovery crews arrive, and then return immediately to their vehicle to assist the recovery crews.
- 22.2 Any competitor in a vehicle being towed must have their safety equipment on until they return to the pit lane.
- 22.3 All vehicles must be fitted with a towing eye front and rear.

## **23. OFFICIALS**

- 23.1 The officials are all here because they enjoy being involved in motorsport. They all have their specific responsibilities; please follow their instructions or directions so that everybody can have a safe and enjoyable weekend of motor racing.

## **24. ACCREDITATION**

- 24.1 Each Sydney 300 entry will be entitled to one (1) pass per driver and have six (6) registered pit crew.
- 24.2 Each Entry will only include one (1) support vehicle pass. Should additional drivers or pit crew require an additional support vehicle pass, these can be purchased from the event promotor.

## **25. IN CAR CAMERAS**

- 25.1 In-car video cameras will only be permitted if official permission is given by the Clerk of Course and the mounting of the camera is approved by the meeting scrutineers.

**26. SPONSOR DECALS**

26.1 Each vehicle must display any sponsor decals provided by the event organiser, failure to display the sponsor decals as provided and instructed, will result in the vehicle not being allowed to enter the circuit.

**27. TWO WAY RADIOS / PIT CREW RADIOS**

27.1 The use of two-way communications (or single way) is encouraged.

27.2 Competitors will supply the event organiser with their frequencies. This will be used at the event to try and minimise communications issues.

27.3 Competitors are reminded that we will be in a dense area, and the use of certain frequencies may cause interference. If you're unsure about frequencies/channels, we suggest you get in contact with a professional.

**28. PENALTIES**

28.1 Penalties will be applied by the Race Director, Clerk of Course, Stewards and Chief Time Keeper. Any CPS penalties will be carried out by a Pit Lane Official in Pit Lane. All Lap penalties will be post applied by Chief Time Keeper. All Drive Through penalties will be done via the black flag procedure during competition or post applied when time does not permit during competition.

Section	Infringement (for each occurrence)	Penalty
A	Failure to complete CPS correctly, or within the pit-stop window	Five (5) lap penalty
B	Failure to attempt CPS at any time during the race	Ten (10) lap penalty
C	Spilling fuel during any Race	Drive through penalty
D	Spilling fuel during a Pit Stop	Two (2) lap penalty
E	Spilling fuel during refuelling	Five (5) lap penalty
F	Exceeding 40km/h in pit lane	Drive through penalty
G	Failing to comply with officials' directions	Drive through penalty
H	First occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Ten (10) lap penalty
I	Second occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Exclusion from Race
J	Third occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Exclusion from event



2025 VIOLA PRIVATE  
WEALTH SYDNEY 300

**SPECIAL REGULATIONS**

**SYDNEY MOTORSPORT PARK 17<sup>th</sup> MAY 2025**

VIOLA

PRIVATE WEALTH

K	Any other offence as per AASA NCRs Section G11 deemed by Race Director, Clerk of Course, Stewards or category management	As per official determination
L	3rd infringement of division breakout	Loss of fastest Lap & moved to division above.
M	Exiting pit lane when the light is red on	One (1) lap penalty or as per official determination

**Terry Denovan**  
**Event Director**