

1. ENTRIES

- 1.1 Entries for the 2025 Wakefield 300 open at 10.00am on Monday, 8th July. Competitors must enter online. **Only fully completed entry forms will be accepted.**
- 1.2 The first 40 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 **The first 30 fully completed and paid entries will be allocated a pit lane garage. The remaining 10 will be assigned a space in the Paddock Pit Lane area (located directly in front of or north of Race Control, within a designated controlled zone).**
- 1.4 Co-Driver details are not required at time of entry. Entrant/Competitor and Driver 1 must be fully completed at time of entry. A separate link will be sent after your entry is accepted.
- 1.5 Entries will be accepted in order of entry time and payment. Payments via Credit Card are encouraged, as Direct Deposits take time to process.
- 1.6 If the number of completed entries exceeds the event limit, the promoter reserves the right to accept reserve entries in the order they are received.
- 1.7 **If the reserve list is activated and a competitor withdraws, no refund will be provided unless a reserve competitor can take their place, regardless of the withdrawal date or time specified in the Supplementary Regulations.** (This policy ensures that withdrawing competitors give sufficient notice to allow reserve competitors adequate time to prepare and attend the event.)

2. THE RACE

- 2.1 The Wakefield 300 is a race for invited vehicles (excluding 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 (128 laps) on the Wakefield circuit at One Raceway. Each vehicle entering the Wakefield 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 **1:02.000.**

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 allocated into practice groups by the event organiser. Groupings will be published prior to the session.

4. QUALIFYING and GRID POSITIONS (New wording)

4.1 Qualifying Format

- Qualifying will be conducted in three sessions: Q1, Q2, and Q3.
- 4.1.1 Only drivers from cars that have progressed into a given session (Q2 or Q3) may drive in that session.
- 4.1.2 Each session is independent, and lap times from earlier sessions are cleared before the next session begins.
- 4.1.3 Only lap times set within a specific qualifying session are used to determine progression or grid positions for that session.
- 4.1.4 Progression and elimination are based solely on lap times set during that session.

4.1.5 Q1 (25 minutes)

- All entered vehicles participate.
- 4.1.5.1 The slowest 40% of cars (based on Q1 lap times) are eliminated at the end of the session.
- 4.1.5.2 These cars will have their grid positions determined by their best lap time in Q1.
- 4.1.5.3 The top 60% progress to Q2.
- 4.1.5.4 All Q1 lap times are cleared before Q2 begins.

4.1.6 Q2 (15 minutes)

- Only the top 60% of cars from Q1 participate.
- 4.1.6.1 The next slowest 40% (relative to the original field size) are eliminated and assigned grid positions based on their best lap time in Q2.
- 4.1.6.2 The fastest 20% (relative to the original field size) progress to Q3.
- 4.1.6.3 All Q2 lap times are cleared before Q3 begins.

4.1.7 Q3 (10 minutes)

- Only the top 20% of the original field participate.
- 4.1.7.1 Final grid positions for these cars will be based solely on their best lap time in Q3.

4.2 Session Sizes and Notifications

During the official Wakefield 300 briefing, competitors will be advised of the exact number of cars progressing to Q2 and Q3, based on total entries.

4.3 Breaks Between Sessions

There will be a **two-minute break** between Q1 and Q2, and between Q2 and Q3, beginning from the moment the last car enters pit lane at the end of each session.

4.4 Refuelling Restriction

Refuelling is not permitted at any stage from the commencement of Q1 to the conclusion of Q3.

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 are 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 Wakefield 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 Wakefield 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 9 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

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.

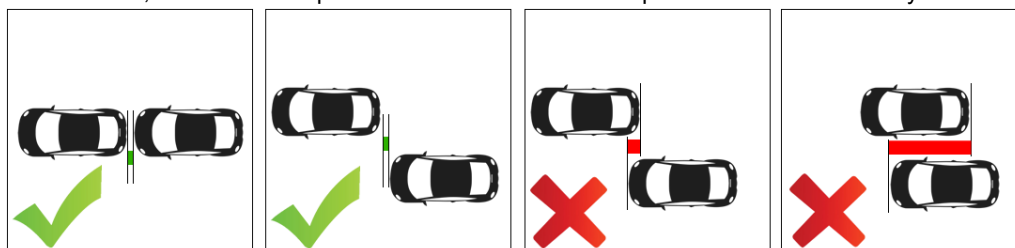
10.7 It is recommended that team managers also have access to a race receiver so that they are aware of instructions from race control to drivers on the circuit.

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.

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, which must be placed on the helmet in a position that can be easily seen by marshals.

13. TIMING DEVICE REQUIREMENTS

- 13.1 All vehicles must be fitted with a functioning timing device (transponder) at all times during practice, qualifying, and the race.
- 13.2 If a timing device is identified as non-functional during the race (e.g., not registering for **three (3) consecutive laps**), the following process will apply:
- The **Timing Team** will notify **Race Control** once the issue is confirmed.
 - Race Control** will then notify **Pit Lane Marshals**, who will deliver a **verbal message to the affected team**.
 - From the time of notification:
 - The team has **five (5) minutes** to report to **Timing** and collect a replacement timing device.
 - Once collected, the team then has **five (5) additional laps** to install the new timing device on the vehicle.
- 13.3 Failure to comply with this procedure may result in one or more of the following consequences:
- Loss of lap count and/or lap time data** during the affected period.
 - Exclusion from the official race classification.**
 - Additional penalties** as determined by the Clerk of the Course.
- 13.4 It remains the team's responsibility to ensure the timing device is installed correctly, mounted securely, and functioning at all times.

14. DIVISIONS

- 14.1 Divisions for the Wakefield 300 will be determined by the fastest qualifying lap time of each car in any segment of qualifying (Q1, Q2 or Q3).
- 14.2 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 29.1.L
- 14.3 No car is permitted to go faster than **1:02.00** at any time during the weekend, including official practice, qualifying, or the race. Any car which goes faster than **1:02.00** will receive warnings for the first two infringements and will be excluded from the meeting upon the third infringement. Any times faster than **1:02.00** in official practice or qualifying will be disallowed.
- 14.4 Once a division has been nominated, any breakouts that occurred prior to nomination will count towards 14.2.
- 14.5 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.

- 14.6 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.
- 14.7 Trophies will be awarded to the top three competitors in each division and the top three outright placegetters.

15. COMPULSORY PIT STOP (CPS)

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

Division	Qualifying lap time	Number of CPS
A	1:02.0000 to 1:04.4999	2 x 5min
B	1:04.5000 to 1:06.9999	1 x 5min + 1 x 2.5min
C	1:07.0000 to 1:09.4999	1 x 5min
D	1:09.5000 to 1:11.9999	1 x 5min
E	1:12.0000 and slower	1 x 5min

- 15.2 Failure to complete the CPS satisfactorily will result in a penalty at the discretion of the Clerk of Course.
- 15.3 The window for Compulsory Pit Stops will be open from when the Race Leader crosses the Start Line to commence Lap 19 until the Race Leader crosses the Start Line to complete Lap 108.
- 15.4 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.
- 15.5 If the Safety Car is deployed during the CPS Window, the CPS Window will not be extended.
- 15.6 Compulsory Pit Stops can be completed during Safety Car periods.
- 15.7 Pit Stops outside of the CPS are allowed at any time.
- 15.8 Failure to attempt a CPS will result in a penalty, refer to 29.1.A.
- 15.9 The driver's safety harness must be fastened before the vehicle leaves its allocated pit bay
- 15.10 All crew, except the Car Controller, and equipment must return behind the prescribed control line before the vehicle can leave its allocated pit bay.

16. DRIVERS BRIEFING

- 16.1 The driver's briefing for the Wakefield 300 competitors will be held in the Drivers Briefing room located next to the Race Secretary Office at a time to be advised in the event schedule.
- 16.2 The entrance to the drivers briefing will be using the door located next to the Race Secretary Office.
- 16.3 It will be compulsory for all drivers to attend.
- 16.4 Drivers will be scanned in; please ensure you are on time.

17. PIT LANE ALLOCATION AND BEHAVIOUR

- 17.1 Pit Lane/Garage allocation will be allocated in the order of receipt of completed entry.
- 17.2 There will be a 40kph speed limit in pit lane. Care must always be taken not to interfere with any other competitor or crew.
- 17.3 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.
- 17.4 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.
- 17.5 Smoking in Pit Lane is strictly prohibited.
- 17.6 Children under the age of 16 years will not be permitted in pit lane.
- 17.7 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.
- 17.8 Competitors spilling fuel on the ground during any race (outside of a pit stop) will be penalised in accordance with 29.1 C.
- 17.9 Competitors spilling fuel on the ground during any pit stop will be penalised in accordance with 29.1 D.

18. OTHER PIT STOP REQUIREMENTS AND MAINTENANCE IN PIT LANE

- 18.1 A Car Controller must be appointed for each vehicle. They are responsible for the safe conduct of all pit stop operations, including the safe release of the vehicle at the conclusion of the stop.
- 18.2 During a driver change, drivers may assist one another to exit and enter the vehicle. Alternatively, a driver's assistant may assist with either a driver change or a single driver exiting and re-entering the vehicle.
- 18.3 The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the vehicle's scheduled stop.
- 18.4 A maximum of five (5) crew members are permitted to attend to the vehicle during pit stops. This does not include drivers assisting one another or a driver's assistant involved in a driver change.
- 18.5 If any repairs or adjustments are required underneath the vehicle, jack stands must be used when raised by a manual jack, or the mechanical locking devices must be engaged when raised on air jacks.
- 18.6 The use of air jacks is permitted under the following strict conditions:

- 18.6.1 Wheel changes using air jacks must be performed by **only one (1) person**.
That person must:
- 18.6.1.1 Ensure all wheels, tyres, and related equipment remain behind the control line until the vehicle has come to a complete stop.
- 18.6.1.2 Wait until the vehicle has come to a complete stop and is raised via the air jacks before commencing any tyre changes.
The air jacks may be activated by any crew member.
- 18.6.1.3 Personally carry the replacement wheel and equipment to the car.
- 18.6.1.4 Remove and replace wheels using either a manual wheel brace or a pneumatic air-operated tool. Electric or battery-powered rattle guns may be used, but a Fire Marshal must be on standby with an extinguisher whenever such tools are used.
- 18.6.1.5 Carry the removed wheel behind the designated control line before commencing any further work.
- 18.6.1.6 Repeat this procedure individually for each wheel being changed. No assistance is permitted at any point.
- 18.6.2 After all wheel changes are completed, any crew member may lower the vehicle. However, the same person who changed the wheels must personally torque all wheel nuts to the appropriate setting before any other work may begin, including refuelling.
- 18.6.3 No other work is permitted during this process. All wheel changes and torquing must be completed before any crew member undertakes repairs, refuelling, or further servicing of the vehicle.
- 18.6.4 Driver changes are permitted during wheel changes. However, no other work is allowed until all wheel changes and torque checks are completed.
- 18.7 Jacking (lifting) equipment is limited to one (1) manually operated hydraulic trolley jack. Wheel removal and replacement must be carried out with a manual wheel brace or pneumatic air-operated tool. Electric or battery-powered rattle guns may be used, provided a Fire Marshal is on standby with an extinguisher.
- 18.8 No work may be performed on the vehicle while refuelling is in progress. For the purpose of this rule, "refuelling" is defined as beginning the moment the fuel cap is removed or any refuelling apparatus makes contact with the vehicle.

19. FUEL

- 19.1 Competitors may store up to 120L of fuel per vehicle in any garage at any time.
- 19.2 Competitors using fuel that does not comply will be excluded and charged with a breach of the regulations.

20. RE-FUELLING

- 20.1 All personnel involved in refuelling must be fully attired in flameproof clothing. 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.
- 20.2 The refuelling equipment must be as per AASA Appendix 6 – Refuelling Process & Approved Devices. **The use of a 200L drum has been approved by AASA.**
- 20.3 At all times refuelling of the vehicle must only be carried out in Pit Lane or the area designated as a refuel zone.
- 20.4 The maximum number of persons permitted to assist in refuelling the car is two (2) plus the car controller and the fire marshals.
- 20.5 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).
- 20.6 The fire attendant must not participate in any other activities other than the duties of a fire attendant during the entire activity.
- 20.7 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.
- 20.8 Smoking is not permitted in pit lane, the pit lane garages and/or the paddock during the meeting.
- 20.9 At all times when filling or emptying refuelling devices 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.
- 20.10 The car must be connected to the other grounding connection (earthed) for the duration of all refuelling operations.
- 20.11 Teams are permitted to practice their refuelling outside of Wakefield 300 session times, provided that all personnel are properly attired.
- 20.12 The vehicle must always be stationary during re-fuelling.
- 20.13 It is advisable to notify the designated officials of your intended re-fuelling no less than one (1) lap before attempting the stop.
- 20.14 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).
- 20.15 Cars must turn off their engine before re-fuelling starts. Turbocharged & Supercharged vehicles are exempt from turning off their engine but must comply with rule 20.16 below.

- 20.16 Turbocharged & Supercharged 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 4.5kg (9kg fire extinguishers being strongly recommended). This attendant is additional to the three (3) re-fuelling personnel.
- 20.17 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.
- 20.18 Competitors spilling fuel on the ground during refuelling will be penalised in accordance with 29.1.E.
- 20.19 All re-fuelling equipment must be scrutineered before racing commences.
- 20.20 No other work on the car may take place until re-fuelling has been completed.
- 20.21 Once re-fuelling has been completed, please refer to 18.4 for crew members that are allowed to work on the vehicle.
- 20.22 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.

21. PIT CREW

- 21.1 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.

22. PIT SIGNALLING WALL

- 22.1 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).

23. RECOVERY

- 23.1 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.
- 23.2 Any competitor in a vehicle being towed must have their safety equipment on until they return to the pit lane.
- 23.3 All vehicles must be fitted with a towing eye front and rear.

24. OFFICIALS

- 24.1 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.

25. ACCREDITATION

- 25.1 Each Wakefield 300 entry will be entitled to one (1) pass per driver and have six (6) registered pit crew.
- 25.2 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.

26. IN CAR CAMERAS

- 26.1 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.

27. SPONSOR DECALS

- 27.1 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.

28. TWO WAY RADIOS / PIT CREW RADIOS

- 28.1 The use of two-way communications (or single way) is encouraged.
- 28.2 Competitors will supply the event organiser with their frequencies. This will be used at the event to try and minimise communications issues.
- 28.3 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.

29. PENALTIES

- 29.1 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



2025 Wakefield 300
Special Regulations
One Raceway - 16-17th August 2025



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
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 time and reclassification to the next higher division
M	Exiting pit lane when the red light is displayed	One (1) lap penalty or as otherwise determined by officials.

Terry Denovan
Event Director