



**2025 MRA STATE CHAMPIONSHIP Round 7**  
**Sydney Motorsport Park – 17<sup>th</sup>-18<sup>th</sup> October 2025.**

## **SUPPLEMENTARY REGULATIONS**

### **1. MEETING TITLE, DATE & VENUE**

The meeting will be known as the 2025 MRA State Championship – Round 7 (hereinafter referred to as “the Meeting”) and be held at Sydney Motorsport Park, Ferrers Road, Eastern Creek, NSW on 17<sup>th</sup> & 18<sup>th</sup> October 2025.

### **2. ORGANISATION AND STATUS**

- a. The meeting will be conducted under the National Competition Rules (“NCR”) and the Standing Regulations (“SR”) of the Australian Auto-Sport Alliance (“AASA”), applicable Category Sporting and/or Technical Regulations, these Supplementary Regulations, any Further Regulations and Bulletins issued for the Meeting and any Driver Briefing Notes and instructions issued by the Clerk of Course.
- b. AASA Permit Number: TBC

### **3. PROMOTER & ORGANISER**

Motor Racing Australia Pty Ltd  
PO Box 404  
St Clair, NSW, 2759  
Telephone: 1300 88 52 74  
Email: [info@motorrace.com.au](mailto:info@motorrace.com.au)

### **4. SENIOR RACE OFFICIALS**

Secretary of the Meeting:	Tara Hall
Clerk of the Course:	Nick Goring
Deputy Clerk of the Course	Judy Clark
Chief Timekeeper:	Lisa Drayton
Chief Scrutineer:	Grant Robertson
Steward of the Event:	TBC
Judges of Fact:	Nick Goring, Judy Clark, Pit Lane Marshals.

### **5. CIRCUIT DETAILS**

Venue:	Sydney Motorsport Park
Length:	3.93 Kilometres
Direction:	Racing is Anti-Clockwise
Pole Position:	Drivers Left
Control Line:	Start/Finish Line
Track Density:	SuperTT - 56

Excels - 56  
MX5 Cup / MG Racing - 56  
Pulsars - 56  
Alfa Romeo / BMW E36's - 56

## 6. ENTRIES

- 6.1. Entries for this Meeting will open on distribution and receipt of these Supplementary Regulations.
- 6.2. Entries for this Meeting will close at 10am on 14<sup>th</sup> October 2025.
- 6.3. The Entry Fee for this Meeting will be listed Official Entry Form on the Motor Racing Australia Website in the Event Booking secs specified for the Category.
- 6.4. Any entry, for which the entry and other fees have not been paid, by the closing date and time, as detailed above, will not be accepted in accordance with SR 2.6.
- 6.5. Such fee shall not be refundable except
  - (a) in the case of abandonment cancellation or postponement of the meeting; or
  - (b) in the case of an entrant whose cars are withdrawn by written advice to the Organiser/Secretary of the Meeting, no later than 5pm Friday 10<sup>th</sup> October 2025; or
  - (c) where an entry is not accepted by the Organiser/Secretary of the Meeting.
- 6.6. A fee of \$50 will be charged to cover administration costs associated with a refund where an entry is withdrawn.
- 6.7. A Late entry fee of \$100 will be applied to entrants who have entered after the closing date.
- 6.8. If a driver is replaced, the entrant is responsible for ensuring that the replacement driver details are included on the Entry prior to Scrutineering.
- 6.9. The organisers reserve the right to accept entries, at their sole discretion without assigning reason, in accordance with SR 2.1.
- 6.10. The maximum number of entries accepted for each Category, subject to the track density for that category, will be as agreed between the Promoter/Organiser and any relevant Category Manager/Administrator.
- 6.11. The promotor reserves the right to cancel or merge categories if insufficient entries are received.
- 6.12. Practice sessions are not included with entries, additional costs apply.
- 6.13. Any credit card fees paid during the entry process are not refundable.

## 7. INSURANCE

Certain public, property, professional indemnity, and personal accident insurance is provided by the AASA in relation to the event. Further details can be found at [www.aasa.com.au/insurance/](http://www.aasa.com.au/insurance/).

## 8. AWARDS, PRIZEMONEY AND TROPHIES

In accordance with the relevant Category Sporting Regulations or as per arrangements with the Category Manager/Administrator.

## 9. LICENCE REQUIREMENTS

Each competitor must hold a current, valid AASA National Race Licence.

The Organiser confirms that the circuit to be used for this Meeting holds the necessary AASA Track licence for each of the events nominated in these Supplementary Regulations.

## 10. DOCUMENTATION

Document Check MUST be carried out prior to the vehicle being scrutineered, and the following documentation must be presented at that time:

- AASA Vehicle Passport or Vehicle LogBook
- Competition Record and/or Licence

**All vehicles participating at this meeting must have a Vehicle LogBook issued by an AASA Vehicle Passport. Applications for an AASA Vehicle Passports are available on the AASA website under following link <https://aasa.com.au/vehicle-passports/>.**

Documentation can be completed from 5:30pm on Friday the 17<sup>th</sup> October 2025.

Sign on / doc check will commence at the times and locations list below. Competitors must ensure they attend with their competition licence and vehicle passport/logbook. A competitor is only required to sign on once for the entire weekend.

Any vehicle stickers or wristbands issued are to be kept on for the duration of the event.

Friday 17:30 – 21:30pm	Hinxman Room	All Competitors & Crew
Saturday 06:30 – 07:30	Hinxman Room	Competitors ONLY (No Crew)
Saturday 07:30 – 15:00	Hinxman Room	All Competitors & Crew

## 11. SCRUTINEERING

- 11.1. All competitors will be required to complete a Vehicle Declaration form online that is provided by the event promotor. Any competitor that has not submitted a Vehicle Declaration before sign-on, will be required to present the car to the scrutineering bay and have the vehicle safety scrutineering undertaken.
- 11.2. On subsequent days, safety scrutineering will be undertaken as necessary, at the direction of the Chief Scrutineer. It is the responsibility of each entrant, as required, to ensure that the vehicle is scrutineered before it is due to go on the circuit. If there is a problem, please check with the scrutineers.
- 11.3. Race numbers must be in place **BEFORE** scrutineering.
- 11.4. The scrutineers may:
  - a) Check the conditions of eligibility of a vehicle or a competitor at any time during the event.
  - b) Require a vehicle to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
  - c) Require a competitor to supply them with such parts or sample as they may deem necessary.
- 11.5. Any vehicle which, after approval, is dismantled or modified in any way which might affect the safety of the vehicle or raises questions as to its eligibility, or is involved in an accident having similar results, must be re-presented for scrutineering approval.
- 11.6. Any vehicle or driver may be prohibited from practice/qualifying or a race for safety reasons.
- 11.7. All drivers apparel (helmets, overalls, gloves, frontal head restraints etc) must be presented for inspection and approval.
- 11.8. The Clerk of Course may require any vehicle involved in an accident to be stopped and checked by a scrutineer.
- 11.9. Scrutineering will be carried out by duly appointed officials who will also be responsible and authorised to give instructions to the competitors for the operation of parc Fermé.
- 11.10. Scrutineering will take place in your allocated garage/carport or paddock area.

## 12. NOISE EMISSIONS

- 12.1. The maximum noise made by any vehicle must not exceed 95dB (A), measured at 30 metres from the edge of the circuit, by approved measuring equipment.
- 12.2. Any vehicle which exceeds this noise limit, as determined by the Judge of Fact, may be prohibited from further participation in the meeting until the problem is rectified.

## 13. LICENCES PRESENTED FOR DRIVER OBSERVATION AND ENDORSEMENT

Any driver who wishes to present their licence for observation and endorsement **MUST** present it to the Steward of the Meeting at Race Control for onforwarding to the appropriate Official/s, prior to the first official on track activity for the category that the driver is entered in.

## 14. CHANGE OF DRIVER

An Entrant may nominate a substitute driver who may be permitted to compete in the remainder of the event subject to the approval of the Clerk of the Course, Meeting Steward, Secretary of the Meeting, Chief Scrutineer and Category Manager. Such nomination must be made at least one hour before the scheduled commencement of the relevant practice or qualifying session or race.

## 15. PROTESTS & APPEALS

Protests must be lodged in accordance with G12 of the NCR's and appeals in accordance with G17 of the NCR's.

## 16. SCHEDULE OF EVENTS

- 16.1. The Schedule of Events may be varied or altered at the Promoter's/Organiser's discretion or as a result of unforeseen circumstances. You will be notified of any change as soon as possible and the Promoter/Organisers will do everything possible to maintain your involvement as an important part of the program.
- 16.2. The Organiser reserves the right to postpone, abandon or cancel the Event or any part of the Event in accordance with SR 1.4.
- 16.3. A Qualifying Session or Race may be cut short or stopped if, at the discretion of the Clerk of the Course, an incident occurs, and the time needed to effect repairs or the number of vehicles requiring recovery will impact on the schedule and affect subsequent sessions on the day.

## 17. ACCESS TO THE CIRCUIT, PROPERTY & PADDOCK

- 17.1. Access to the north Paddock area will be available from 5:30pm Friday 17<sup>th</sup> October 2025 for PRACTICE competitors ONLY. Competitors not participating in practice can access the north paddock AFTER 7:30pm.
- 17.2. Competitors and Pit Crew are required to be wearing the appropriate wrist band, with the seal intact, issued at Document Check and supplied at this meeting. Each Team will be supplied with one (1) Competitor wristband (unless stated in any further or special regulations) and six (6) Pit Crew wristbands or as stated in approved special regulations. **In cases where a wristband is broken, the item must be presented by the wearer to the Secretary of the Meeting who will provide another to wear. Please note a new wristband will not be issued without the return of the broken one.**
- 17.3. **Support vehicles will require a pass at this meeting and will be issued when entering the venue. Ensure all required equipment for your car is in the support vehicle. NO other vehicles will be permitted to enter the support paddock.**
- 17.4. Trailers MUST be parked in the designated Trailer Park Area (P3) and are not permitted to be parked in any other area of the Paddock unless approved in writing by the Organiser/Promotor.
- 17.5. Competitors should note that there will be limited Security throughout the Event and that they should take their own security precautions at all times, particularly while their cars are on the track.
- 17.6. Where a competitor requires their personnel to work late into the evening and/or into the early hours of the following morning, they must first attain permission from the Promoter/Organiser.
- 17.7. The Pit Lane Garages and Paddock will be open from 6:30 am the morning of the event unless prior arrangements have been made with the Promoter/Organiser.
- 17.8. It is the responsibility of the competitor to ensure that drivers, pit crew and other persons associated with the team, have the appropriate wristband to enter any area requiring such authorisation. Please ensure that wristbands are visible at all times - no wristband no entry.
- 17.9. All Competitors must be cleared out of their garage / carport area and be out of the venue by 17:30 on Saturday 18<sup>th</sup> October 2025.

## 18. DRIVER'S BRIEFING

- 18.1 All drivers must attend the compulsory Driver's briefing held in the Hinxman room above garage 48 and 49. Please use the entrance above Garage 49.
- 18.2 Friday – 6:10pm – Hinxman Room

## 19. GARAGE/PADDOCK ALLOCATION

Garage and Carport bookings will be selected with your entry. The Promoter/Organiser reserves the right to modify any Carport/Garage selections at any time.

## 20. GARAGE/PADDOCK AREA SAFETY

- 20.1 All trolleys or hand trucks transporting team equipment i.e., tyres, compressed air/gas bottle, etc., when being moved in a Public Area must be moved by a minimum of two (2) Team Personnel. A minimum of one (1) Pit Crew Member to push the trolley/hand truck and a minimum of one (1) Pit Crew Member acting as a Spotter is required at all times.
- 20.2 In all areas where fuel is being stored it must be in a location which is adequately ventilated, have unimpeded access and is clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc. Smoking must be strictly forbidden.
- 20.3 All competitors must ensure that all refuelling is performed in accordance with SafeWork NSW laws, regulations and compliance codes, and a suitably attired Pit Crew Member is in attendance with a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher available for use in an emergency.
- 20.4 During any fuelling operations this must be completed outside the garage. This can be done over the prescribed line at the front of the garage or in the fire lane at the back of the garage.
- 20.5 The handling of fuel and its containers together with compressed air bottles/gas cylinders must be in compliance with government and/or venue regulations. Fuel containers must meet published standards and compressed air bottles/gas cylinders must be transported, stored, and used in accordance with established standards.
- 20.6 Competitors are reminded that fuels, oils, lubricants, and coolants are highly specialised substances. And must be aware that these agents may contain substances that are extremely dangerous to health if misused, inhaled, or allowed to contact human skin.
- 20.7 Using petrol for general cleaning and washing is a common misuse of a potentially dangerous substance and is forbidden.
- 20.8 The transportation or movement of compressed air/gas cylinders with the pressure regulator attached is strictly forbidden.
- 20.9 Any signs within the property advising limitations, e.g. No Smoking, Speed Limits, etc., must be strictly adhered to.
- 20.10 The washing of transporters at the Circuit is NOT permitted.
- 20.11 Competitors, including people associated with the team, are **not** permitted to sleep overnight in the Paddock area.
- 20.12 Welding is NOT permitted at any time in the Paddock Area including the Garage/Carports.
- 20.13 All competitors must ensure that all SafeWork NSW laws, regulations and compliance codes are adhered to at all times.
- 20.14 Competitors must work on their race vehicles in the Garage/Carport provided, not in their own transporter.
- 20.15 In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the vehicle in the event of a failure of the jacking system.
- 20.16 Such incompressible components must be placed under a vehicle when any person has any part of their body other than hands and forearms under any part of the Automobile.
- 20.17 Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require any person to place any part of their body other than hands and forearms under any part of the vehicle.
- 20.18 A speed limit of **10km/h** applies to all vehicles in the Paddock and all other Public Areas within the venue.

- 20.19 All access lanes in and around the Pit Lane Garage area and Paddock must be kept clear at all times during the Event including when unloading/loading your car/s from/into your race transporter or trailer.
- 20.20 All racing cars, trucks and other vehicles in the Club Paddock are to travel in the directions as shown on the Paddock Movements Diagram (below). Signage and Barriers have been put in place to assist you when moving within this area. Please take the time to familiarise yourself with the directions of travel.

## **21. SAFE WORKING CONDITIONS**

- 21.1 This Event will be conducted under and in accordance with SafeWork NSW laws, regulations, and compliance codes together with AASA Health Safety and Environment Policy, which can be found on the AASA website.
- 21.2 Competitors are reminded that they are responsible for the working conditions of their associated personnel at all times and must ensure that all applicable safe working conditions are met.

## **22. FUEL SUPPLY, HANDLING & STORAGE**

- 22.1 Fuel used must be in accordance with the relevant Regulations.
- 22.2 If fuel is to be transported or stored in a container the containers must meet AS2906. Metal containers are preferred.
- 22.3 Due to local SafeWork requirements each Competitor may only store two (2) x twenty (20) Litre drums of fuel at any time or as per further or special regulations.
- 22.4 With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- 22.5 Fuel samples taken from competing cars will be compared with samples from the supply available at the circuit and any discrepancies will be referred to the Steward of the Meeting.
- 22.6 Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the Chief Scrutineer.

## **23. PIT LANE**

- 23.1 Pit Lane is divided into two (2) lanes and is defined as the area in which the speed limit applies (indicated by the speed restriction and de-restriction signs). The outer lane, closest to the Pit Signalling Wall is the 'fast lane', and the lane closest to the Garages is the 'inner lane' and is the only area where any work may be carried out on a car.
- 23.2 It is the responsibility of the competitor to hold their car stationary until it is safe to move from its pit.
- 23.3 Competitors must not paint lines on any part of Pit Lane.
- 23.4 No equipment may be placed on the Pit Signalling Wall during the Event.
- 23.5 Any person entering the Pits/Pit Lane Area must be wearing the appropriate wristband and be attired in accordance with NCR G 5.6.
- 23.6 Only three (3) persons per participating car and Essential Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the pit signalling wall during a session or race or as specified in approved special regulations.
- 23.7 During the start of the formation lap only Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the Pit Signalling Wall. At the start of a Race, in addition to those already authorised, one (1) Team Crew Member per car, to provide directions to the driver, is permitted at the pit signalling wall until the event comes under starter's orders, at which time they MUST exit the area.
- 23.8 In accordance with NCR G 5.7 and Standing Regulation 2.42, smoking is not permitted in the Pits, Pit Lane and/or Garages at any time during the event. For the purpose of this clause the Garages and/or Carports located within the Paddock shall be included. Smoking is only permitted in the specified areas set out by the venue.
- 23.9 No person under the age of sixteen (16) years will be permitted in pit lane at any time unless they are an appropriately licenced driver or competitor that is competing in the relevant event.
- 23.10 In accordance with NCR G 8.5(h) the use of reverse gear in Pit Lane is strictly forbidden.

- 23.11 Categories, not permanently located in Pit Lane Garages, using a support vehicle in Pit Lane MUST ensure they're positioned as close as possible to the Pit Lane Garages (without interfering with teams housed in the garages) leaving sufficient room to work on race vehicles in the 'inner lane' without encroaching on the 'fast lane' and at the end of sessions or races must leave the Pit Lane as soon as possible, when directed by an official of the meeting.

## **24. ASSEMBLY/PRE-GRID AREA**

- 24.1 For Practice, Qualifying and Races, all competing vehicles, must go to the PreGrid/Assembly Area when called, unless otherwise directed or specified in approved special regulations. Drivers will then be directed onto the circuit where they will begin their session.
- 24.2 Competitors are advised that they should ensure that their competing vehicle is in the Pre-Grid/Assembly area and prepared to compete at least 20 minutes prior to the scheduled start time for their scheduled activity. Late attendance may result in the competing vehicle being prohibited from competing.
- 24.3 All competitors must be in Pre-Grid/Assembly prior to the 1-minute board. Any competitor not in Pre-Grid/Assembly prior to the board may be refused entry to the track. The determination will be with the Clerk of Course.
- 24.4 Helmets and other driver apparel may be checked at any time in the Pre-Grid/Assembly Area to ensure compliance.

## **25. QUALIFYING PROCEDURE**

- 25.1 In accordance with the relevant Category Regulations.
- 25.2 Where no procedure is specified, all drivers will be required to complete at least 3 laps of practice in any of the practice or qualifying sessions available to them and must do so to the satisfaction of the Clerk of Course. Drivers not completing such laps may start in the event only with permission of the Clerk of Course and the Stewards of the Meeting, and then only under such conditions that may be applied.

## **26. GRID POSITIONS**

- 26.1 In accordance with the relevant Category Regulations.
- 26.2 If the Category Regulations do not specify grid determination, then refer to Article 2.15, Grid Positions, in the SR's.

## **27. START PROCEDURES**

- 27.1 All race starts will be in accordance with the relevant Category Sporting Regulations.
- 27.2 Where no procedure is specified, the Race Start Procedure will be as detailed in the SR's.

## **28. ADDITIONAL POST FOR CONTROL LINE FLAGS**

- 28.1 In addition to the flag signals shown at the Control Line, the following flag signals will be displayed from Flag Marshal Point at Turn fifteen (15) located on Drivers left the Black Flag and Black Flag with Orange Disc (Mechanical Black Flag) together with a board displaying the number of the intended vehicle.
- 28.2 All competitors after having been shown the mechanical deficiency or black flags are required to enter pit lane immediately.

## **29. DRIVER BEHAVIOUR & TRACK LIMITS**

Driver behaviour is detailed in Article 2.40, Driving Rules, in the AASA Standing Regulations. The Senior Flag Marshal at each Flag Point is designated as a Judge of Fact with regard to driving conduct, and in particular, baulking, shortening the course by excessive use of the kerbs, cutting a corner, shortening the course, or bringing dirt onto the course. Appropriate action will be taken if infringements are observed.

### 30. EXITING THE TRACK AFTER SESSIONS AND RACES

- 30.1 At the end of each practice or qualifying session or race, all competition cars must exit the Circuit via the gate at Turn 4 as soon as practicable after receiving the chequered flag and having completed a cool down lap where necessary.
- 30.2 On the direction of a Pit Lane Official support vehicles and any competition vehicle/s located in Pit Lane at the end of a practice, qualifying session or race must remove their vehicle/s immediately unless otherwise directed by an official of the event.
- 30.3 All Drivers are reminded that the Paddock Area is a General Public Area and **MUST** strictly observe the speed limit of **10km/h**.

### 31. PARC FERMÉ

- 31.1 In accordance with the relevant Category Regulations. Where no procedure is specified, competitors must adhere to the direction of the Chief Scrutineer.
- 31.2 Unless otherwise advised by the Chief Scrutineer, Parc Fermé is located adjacent to the Scrutiny Bay.
- 31.3 Cars may be required to remain in Parc Fermé until at least thirty (30) minutes after the posting of the provisional results or until the Steward of the Meeting orders their release.
- 31.4 Cars which have not been taken to Parc Fermé after being directed to proceed there may not be classified. Only those Officials responsible for supervision may enter Parc Fermé. No intervention of any kind is allowed unless authorised by such Officials.

### 32. SAFETY CAR

- 32.1 The Clerk of the Course is responsible for the deployment of the Safety Car throughout the event.
- 32.2 The Safety car will be deployed during a race to avoid the race being suspended or stopped.
- 32.3 When the Safety car is deployed, each manned flag point will display a waved yellow flag and a "SC" board.
- 32.4 When the Yellow flags and boards are displayed, each competitor must:
  - cease racing,
  - Not overtake unless the competitor directly in front except where the competitor has an obvious problem,
  - Slow to an appropriate speed for the conditions.
- 32.5 Regardless of the position of the leader, the safety car with the illuminated yellow light(s) may enter the Track,
- 32.6 When the Safety Car joins the Track, each competitor:
  - must line up behind the Safety Car in single file.
  - maintain the speed of the Safety Car.
  - keep a maximum of five automobile lengths between you and the one in front of you (including to the Safety Car).
  - can only pass the Safety Car when it has a green light on (or another signal), which is the signal for only one competitor to overtake. if signalled, the competitor must maintain a reduced speed and not overtake another competitor.
- 32.7 A Competitor may stop at its Pit Bay while the Safety Car is deployed, but they are only permitted to re-join the Track when the Pit Lane exit is open. Each competitor must continue at a reduced speed until they reach the line of competitors behind the Safety Car. Pit exit will remain open always expect when the Safety Car reaches the control line. It will remain closed until the Safety Car and the line of competitors follow it are past Pit Exit.
- 32.8 When directed by the Clerk of the Course, the Safety car lights will be extinguished, from that point all competitors must maintain the speed set by the Safety Car. All competitors must cease any accelerating, braking and/or weaving. The Safety car will accelerate for pit lane.
- 32.9 When the Safety car is in Pit Lane, the yellow flags and "SC" boards will be withdrawn, and a green light or flag will be shown at the control line to signal the restart of the race. At this time the lead competitor may accelerate or maintain the speed set by the Safety car, but not slow until after the control line.



- 32.10 After the signal to restart has been given, a competitor may not overlap or overtake another until it has crossed the Control Line, unless another competitor slows down due to an obvious issue and the competitor cannot avoid overtaking it without unnecessarily slowing down the rest of the field.

### 33. TIMING

- 33.1 All sessions and races will finish at the control line, which is located in front of Race Control Tower, on the track. The Chief Timekeeper will take all times from this line.
- 33.2 The organisers utilise an automatic timing system, which requires all cars to be fitted with a Data 1 Transmitter, which is the competitor's responsibility. Data 1 transmitters are available for purchase from the event promotor/organiser.
- 33.3 Data 1 transmitters will be available for hire and are to be booked with your entry. (Additional fees apply).
- 33.4 Cars without an operational timing transmitter during any session may not have a time recorded until the transmitter is functioning and operating correctly.
- 33.5 Times/results will be available at [racing.natsoft.com.au/results/](http://racing.natsoft.com.au/results/).

### 34. MEDICAL SERVICES

The Circuit Medical Centre is located near the North Paddock Tunnel.

### 35. RESPONSIBILITIES OF THE COMPETITOR

- 35.1 The completion of the Vehicle Declaration form and presentation of a car for Scrutiny will be deemed an implicit statement of conformity and that the vehicle is safe and suitable for the intended competition listed.
- 35.2 Competitors must ensure that their cars comply with the conditions of eligibility throughout the Event.
- 35.3 Competitors must ensure the Driver of any large support vehicles or prime mover/s in their team must not rotate the front steering whilst the vehicle is stationary as this causes damage to the surface in the Paddock. Recovery of costs will be sought to repair any damage caused by non-compliance.
- 35.4 All Competitors must collect their allocated MyLaps Race Links Device at sign on. It is the competitor's responsibility to have them mounted in a spot where the driver can see the lights. Failing to mount the MyLaps Race Link Device The driver will not be allowed to enter the circuit or might be Black Flagged. Marshalls will be checking for these devices on your vehicles.
- 35.5 Any competitor contemplating on-site team catering must contact the Series Manager or Administrator at least five (5) working days prior to the meeting to ensure that both Local Council compliance and Venue Management requirements are met.
- 35.6 **Competitors are responsible for the actions of their pit crew.** Visitors to pit and paddock garages do not need to sign on as pit crew. Only Authorised Pit Crew are permitted into Pit Lane and Marshalling during competition. All Authorised Pit Crew will be required to sign on. Sign on forms must be completed online.

### 36. REMOTE PILOTED AIRCRAFT (RPA) /DRONES

In addition to the AASA RPA (Drone) Policy, commercial and private, remotely piloted, unmanned aircraft (i.e., "drones", the ground-based controller and the system of communications connecting the two) are prohibited unless authorised by the Civil Aviation Safety Authority (CASA) and the Organiser.

### 37. WASTE OIL/TYRES

- 37.1 Waste oil is to be disposed of in the designated waste oil bins provided. These are clearly identified and distributed throughout the paddock area.
- 37.2 All storm water drains lead directly to the local waterways, and the Environmental Protection Agency (EPA) will be monitoring the situation in the lead up and throughout the Event.
- 37.3 This ban includes the washing of any wheel rims within the vicinity of storm water drains.
- 37.4 Competitors are advised that the EPA is taking an extremely proactive approach to this matter, and teams are put on notice that any infringement of this directive will result in action being taken by

either the Promoter or the EPA or both. The EPA has the ability to prosecute offenders with heavy penalties.

- 37.5 Used tyres must be removed, from the venue, by the competitor, for disposal in an appropriate manner.

## **38. ALCOHOL, DRUGS AND OTHER SUBSTANCES**

Any holder of an AASA 'Competition' or 'Officials' licence (or approved equivalent licence) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach of Schedule 3 of the NCR's or Article 2.44 of the SR's. Consumption of alcohol in the pits, paddock, or any section of the venue under the control of Officials is forbidden until all competition is concluded each day.

## **39. MOTORISED VEHICLES**

### **39.1 Single to Three Wheeled Motorised Vehicles:**

The use of any kind of one (1), two (2) and/or three (3) wheeled motorised vehicle (whether registered or unregistered).

Examples: Motor Bikes, Hover Board, Moped, Segway's, Skates, Roller blades, Uni Cycle and/or Scooters in any Paddock Area is **STRICTLY** prohibited at the Event at all times.

### **39.2 Unregistered Four Wheeled Motorised Vehicles:**

The use of any kind of four (4) wheeled unregistered vehicle (excluding entered competition vehicles) in any Paddock Area is **STRICTLY** prohibited at the Event at all times.

### **39.3 Registered Four Wheeled Motorised Vehicles:**

The use of any kind of four (4) wheeled registered vehicle in the Paddock Area is permitted provided the vehicle displays valid State registration plates.

### **39.4 Golf Buggy Motorised Vehicles (GBMV):**

GBMV that have "Conditional" registration plates fitted may be used. Each Competitor who intends using a GBMV at the Event must first obtain permission from the Administrator. A copy of the registration certificate and the relevant insurance certificate must be submitted to the Administrator upon this request prior to the Event. The Administrator will then issue a compliance sticker that must be displayed on the vehicle.

- 39.5 Unless the above Supplementary Regulation Item 38.4 is complied with the use of any kind of GBMV in any paddock area is **STRICTLY** prohibited at the Event at all times.

## **40. MEMBERSHIP**

- 40.1 All Excel Competitors must be a financial member of Series X3 NSW Inc or an approved association as determined by Series X3 NSW Inc.
- 40.2 All Pulsar Competitors must be a financial member of Australian Pulsar Racing Association Ltd.

## **41. RACECEIVER**

- 41.1 It is compulsory for all race category drivers to use the Race Receiver radio during all sessions on circuit. Pit Crew cannot relay calls made by Race Control to driver. During competition Race Control will communicate directly to drivers via the Race Receiver. The Race Receiver will be available at \$185 per unit with your entry.
- 41.2 The Race Receiver Channel operates on **UHF 450.4000**. This channel is for direct one-way communications from Race Control to drivers only, do not broadcast on this channel at any time.
- 42.3 The Race Receiver is compulsory for all race category and any driver found to be not using the Race Receiver may be penalised.
- 41.4 Drivers may be checked by Officials before entering the circuit to ensure they have a working Race Receiver in place.
- 41.5 It is not permitted to use any device which has the ability to transmit on the designated frequencies.

## **42. ADDITIONAL COSTS**

The Promoter reserves the right to on charge any costs incurred directly or indirectly by a competitor.

## 43. PRIVATE PRACTICE

- 43.1 Additional private practice is available on Friday 17<sup>th</sup> October, competitors will be sent an invitation to register for the event at a discounted price.
- 43.2 Maximum of 80 vehicles will be allowed to register for the event.
- 43.3 Maximum of 35 vehicles will be permitted on track at any time.
- 43.4 Practice will consist of three different sessions, including passenger ride sessions. Please see schedule for more information.
- 43.5 **During this practice session,**
  - 43.5.1 Only signed on and registered drivers & vehicles are allowed on the circuit.
  - 43.5.2 Passengers are only allowed using passenger sessions.
  - 43.5.3 All competitors must follow the entire rules of the supplementary regulations.
  - 43.5.4 All drivers MUST have a working race receiver and a MyLaps GPS unit.

