



SERIES X3 NSW Incorporated

BY-LAW No. 1

CODE OF CONDUCT FOR:

COMPETITORS **DRIVERS** **MEMBERS** **PIT CREWS** **RACE PERSONNEL**

Note: That any reference to the singular shall also mean reference inclusive to the plural for the purpose of this ruling/s. Any decision made by SERIES X3 NSW Inc. Committee, Sub-Committee or panel appointed by the Committee shall be final and no correspondence shall be entered into without the proper notification to the Association with the current Association Constitution and standing current By-Laws and guidelines.

The word Association shall include reference to it's Executive Committee, Management Committee, Committee members, Life members and General members.

1. Social Networking:

Derogatory and offensive comments made on social networks such as Facebook, Twitter, Text message and any future technologies as they become available, can bring members into disrepute. Series x3 NSW Inc. will look on this unfavourably and may impose disciplinary action as stated in By-Law 1 (4) of the Series X3 NSW Inc. Code of Conduct.

2. Driving and Behaviour Standards:

- a) If a member, driver or competitor of this Association believes that the driving and/or behaviour of another competitor and/or driver and/or member of their pit crew and/or race personnel is, in their opinion offensive, physical, threatening, unsporting and/or unprofessional, then that member, driver or competitor has an obligation to submit the details of the incident, in writing (by way of letter, fax/electronic transmission) no later than the end of the seventh (7) day following



the event, to the Association Secretary for consideration and the committee may impose disciplinary action as stated in By-Law 1 (4) of the Series X3 NSW Inc. Code of Conduct.

Any incident forwarded to the Secretary should include (if available):

- Any official documentation or reports from the Event Officials.
- Eye Witness accounts in writing and signed.
- Any race video footage of incident/s from vehicles involved or any surrounding vehicles.

- b) If a member, driver, competitor and/or member of their pit crew and/or race personnel, of this Association, is brought before the Stewards, Race Secretary or any Official at a Race Meeting, with regards to their driving standards, or behaviour that includes offensive, physical, threatening, unsporting and/or unprofessional, the Series X3 NSW Inc. Committee may also decide to investigate the incident/s and impose disciplinary action as stated in By-Law 1 (4) of Series X3 NSW Inc. Code of Conduct, regardless of any penalties which may or may not be imposed by Motorsport Australia and/or the Race Meeting Officials.

3. Car Ineligibility

If any entrant, competitor and/or driver at any Series X3 NSW Inc. racing event governed by the Series X3 NSW Inc. rules and regulations has, in the opinion of a Event Scrutineer, Club Scrutineer or Official, run an illegal or modified component or configuration of the car outside of the rules as determined by the Motorsport Australia Manual and the Category Technical Regulations, then the Event Officials or any Association recognised authority has an obligation to report the offense to a nominated representative of the Series X3 NSW Inc. Committee.

4. Upon receipt of a written and signed complaint to the Association Secretary, (by way of letter, fax, electronic transmission) from a member, driver, competitor or club/event officials or at the Committees own discretion, the Secretary shall bring the matter up for discussion at the next Committee meeting and if the Committee decides (on a majority vote) that a member has refused or neglected to comply with the Association Rules and/or By-Laws, the Committee may by resolution impose one (1) or more disciplinary actions as set out in Rule 8 (1) of the Series x3 NSW Inc. Rules.
5. If a member, driver or competitor receives any disciplinary action, the member, driver or competitor shall receive, in writing, as soon as practicable, a notice from the Association stating the date of the proposed meeting under Rule 8 (3) along with details of the disciplinary actions as set out under Rule 8 (4) of the Series X3 NSW Inc.



Series X3 NSW Incorporated.

BY-LAW No. 2

POINT SCORE FOR 2026 CHAMPIONSHIP

The procedure for Series X3 NSW Inc. point score for circuit racing will be as follows:

The Championship will be conducted over six (6) sprint rounds, of differing formats, as determined by the Committee and Promoter.

Place-getters will be awarded points in each race as per the table below, separate points will be allocated for the Trophy and Masters classes, starting at 100 points for each.

To be eligible to participate in any Series X3 NSW Inc. Championship event, competitors must be current financial members of Series X3 NSW Inc. at the time of each meeting.

Place	Points	Place	Points	Place	Points	Place	Points
1	100	11	60	21	40	31	20
2	90	12	58	22	38	32	18
3	85	13	56	23	36	33	16
4	80	14	54	24	34	34	14
5	77	15	52	25	32	35	12
6	74	16	50	26	30	36	10
7	71	17	48	27	28	37	8
8	68	18	46	28	26	38	6
9	65	19	44	29	24	39	4
10	62	20	42	30	22	40	2

Note: In case of grids in excess of 40 cars all further finishers beyond P40 shall receive one (1) point only.

DNF, DSQ and DNS will all receive 0 points.

Should a competitor fail to finish a race, no points will be awarded to that competitor for that race.



Should there be a tie of any positions after the championship year has concluded, a clear winner of that position shall be determined by a count-back of the number of round wins over the season and if required, the number of race wins over the season and if further required, the number of second places over the season, to determine the winner.

We will run 1 championship, over 2 classes, with differing race formats, starting 1st February 2026 :

1. **Trophy Class** – results based on the tally of place based points during each round of the championship.
2. **Masters Class** – being all drivers over 45 years of age – who elect to not run in the Trophy Class. Results based on the tally of place based points during each round of the championship.

Note, to be eligible for the Masters Class, it will be taken as your age as at the 1st of January 2026.

Drivers must nominate which class they intend to race at the time of completing their membership application.

Trophies will be awarded at each meeting for the series points for each class.

For the purpose of the 2026 NSW Championship, the winner, second and third placings will be decided based off the championship points accrued from their five (5) highest scoring rounds, out of the 6 round Championship. (ie drop your worst round)

Series X3 NSW Inc will supply members one (1) complete set of sponsors stickers upon receipt of payment for a full years membership. The sponsors stickers issued must be displayed on a vehicle competing in any Series X3 NSW Inc Championship round, in a place as directed by the association. If extra sponsor stickers are required throughout a Championship year, these can be purchased from the association at extra cost. **If sponsor stickers aren't displayed as required by the association, NO championship points will be awarded for races completed contrary to this section.**

Series X3 NSW Inc will have an Annual Endurance race. This will be promoted as the Jeremy Hodges Memorial Cup. The winner of the day, being the accumulated points over the 2 races, will be awarded the Jeremy Hodges Memorial Cup.



Car Number 111 MUST not be allocated to a competitor in the NSW State Championship without the express consent of the Hodges Family.

Car Number 58 MUST not be allocated to a competitor in the NSW State Championship without the express consent of the Sciberras Family.

The annual award referred to as the Club Spirit Award, will from hereon be known as the “Brian Sciberras Club Spirit Award”.



Series X3 NSW Incorporated.

BY- LAW No. 3

MISSION - To implement a fair and consistent penalty system so that all members of Series X3 NSW is to ensure a non-biased outcome when being dealt with through either driving standards or technical breaches.

‘Driving Standards Breach’ – A breach of driving standards to which has been ruled by the Eventy Stewards at any particular racing event that Series X3 NSW are taking part in.

The Motorsport Australia Circuit Racing Standing Regulations, Code of Driving Conduct are the Driving Standards Regulations tha apply to the Series X3 NSW.

Demerit Point Based Penalty System – Nation Wide

INFRINGEMENT LEVEL			
DEMERIT POINT DEDUCTION	CODE OF DRIVING CONDUCT BREACH		BEHAVIOURAL BREACH
LOW	1 POINT	LOW	1 POINT
MEDIUM	2 POINTS	MEDIUM	2 POINTS
HIGH	3 POINTS	HIGH	3 POINTS
EXTREME	5 POINTS	EXTREME	5 POINTS

Recommended Penalty for an infringement of the Code of Driving Conduct.

DRIVING INFRINGEMENT CONTACT	Time Penalty	Demerit Point Deduction
Door-to-door contact on a straight	20sec	MEDIUM
Divebomb resulting in the competitor being unable to finish the race.	ROG	HIGH
Any Bump Drafting (Front to Rear contact in a straight line)	5sec	LOW
Bump draft causing damage, evidence provided to DSO	20sec	MEDIUM



bump and run where the position is redressed within one lap	10sec	LOW
bump and run, resulting in an unfair pass	30sec	HIGH
bump and run where the opponent is unable to finish the race	ROG	HIGH
Failing to give racing room if there is an overlap at the commencement of the turning point on THAT racing line where the opponent is unable to finish	30sec	HIGH
Changing direction/lane in braking zone resulting in contact	30sec	HIGH
Excessive Blocking (not defending)	20sec	MEDIUM
Failure to provide footage but not involved in the Incident.	5sec	LOW
Failure to provide footage when requested, regardless of involvement in the incident.	20sec	MEDIUM
Exceeding track limits, corner cutting, contact with cones Continues in increments of 5sec.	10sec	LOW
AGGRESSION		
Verbal abuse from the Driver/s or pit crew towards an opponent, DSO, Delegate or MA/AASA official, including marshals, stewards, scrutineers, or timekeeping		EXTREME
Threatening behaviour or physical aggression from the Driver/s or pit crew towards an opponent, DSO, official delegate or MA official, including marshals, stewards, scrutineers, or timekeeping	Season Ban / 12 months	

Demerit Point System explanations

1. Each Competitor / Driver will commence the Season with SIX (6) demerit points.
2. If a Driver is found guilty of either a Code of Driving Conduct breach, **in addition to the penalty imposed by the Stewards**, a demerit points penalty will be imposed, in accordance with Table 1 above:
3. It is the Competitor's responsibility to ensure the Driver and all associated team members (as determined by the MA or AASA) always respectably conduct themselves. Should the behaviour of a Competitor, Driver or an associated team



member be deemed to be unacceptable, the Competitor will be referred to the Stewards.

4. If a competitor is found guilty of a behavioural breach, **in addition to the penalty imposed by the Stewards**, a demerit point penalty will be imposed in accordance with the table above.

5. If a Competitor/Driver loses a total of Six (6) or more demerit points during the Season, the Competitor/Driver will be prohibited from entering any Excel race meeting in Australia for THREE months. **Must Include at least one round in their home state.**

6. A Competitor/Driver who is prohibited from entering the next event in the season will be eligible to enter the next event after serving their penalty. If the competitor accumulates a further six (6) demerit points, they will be prohibited from entering any Excel race meeting in Australia for SIX months.

7. CERA and Series X3 NSW will maintain a database with all penalty issues at race meetings.

8. If drivers improve their driving standards over three race meetings, they will receive three demerit points back.

“Technical Breach” – A Breach of the rules outlined in the Motorsport Australia Technical Bulletin from the most current Motorsport Australia Specifications of Automobiles 3rd Category – Touring Cars Group 3E – Circuit Excel.

Also with any specific reference to any sub-regulations or by-laws implemented by Series X3 NSW in addition to those above.

Where a **technical breach** has been identified, it must firstly be made evident where the technical breach has originated from. Quite simply, if the origin of the technical breach is a result of contact due to a driving standards incident, then the driving standards breach must be looked at and investigated prior.

Example 1 : Vehicle 1 makes contact with vehicle 2 and causes the damage to vehicle 2 resulting in vehicle 2 breaching technical specifications such as, increased camber to right rear wheel. Vehicle 1 is deemed at fault by clerk of the course after the incident. Vehicle 2 when inspected by Series X3 NSW Technical Officer will not be penalised for the technical breach being the increased camber of the right rear wheel.

Example 2 : Vehicle 1 leaves the track and makes heavy contact with sand / gravel trap and front bumper bar is dislodged from its mountings causing it to be dragging on the ground deeming vehicle 1 to be in breach of the technical specification



relating to the minimum height of the vehicle. As no driving standards penalty is evident and no other vehicle involved in the incident, vehicle 1 receives level 1 penalty.

Example 3 : Vehicle 1 makes contact with Vehicle 2 causing damage only to vehicle 1. The resultant damage to vehicle 1 is a breach of technical specifications relating to increased camber to left front wheel. Following investigation by the clerk of the course, it is deemed vehicle 1 is responsible for the driving standards incident. Following the penalty enforced by the clerk of the course or Series X3 NSW, no further penalty will be enforced to vehicle 1 for the technical breach, thus deeming the penalty for driving standards over rides that of the technical breach for the car responsible.

Recommended Penalty by level.

To ensure equality and fairness is displayed to every member, a consistent process must be implemented in the way to which enforcement is managed. These penalties are recommended by the Series X3 NSW to the Event Stewards in the instance that a driver is found guilty of a breach of the regulations.

Level 1 – Rear of grid for the next successive* race.

- Non-performance technical breaches (first offence).

Level 2 – Rear of grid for the next successive* race and no points accrued for the last race only.

- Non-performance technical breaches** (second offence).
- Performance technical breaches *** (first offence).

Level 3 – No points for the entire meeting to which the incident took place or if entire event meeting has not been completed, the last three accrued championship points will be deducted, and the member will be suspended from entering the next championship round.**

- Non-performance technical breaches** (third offence).
- Performance technical breaches *** (second offence).
- *next successive – defined as being the next race that the member takes part in with Series X3 NSW.

If the penalty imposed is to be enforced after the last race of a particular meeting, the penalty will carry forward to the next race entered by the member. For example : A



penalty enforced after Round 1, Race 3, would be carry through to Round 2, Race 1 (if the member entered Round 2).

Note; the penalty will have no effect on qualifying session before the race in which the penalty is to be enforced (if applicable).

*the last three accrued championship points – defined as the points accrued by the member in the last three individual races completed. For example : A level 3 penalty is imposed following Round 2, Race 2. Points will be deducted off the member for Round 2 (Race 1 & Race 2) and Round 1, Race 3.

**Non-performance technical breaches – defined by the technical committee as a breach of the technical rules that does not have a performance benefit on the vehicle.

***Performance technical breaches - defined by the technical committee as a breach of the technical rules that does have a performance benefit on the vehicle.

Situations Requiring Specific Attention

Should a specific levelled penalty be unable to be enforced, the member shall receive instead a thirty (30) second time penalty. An example to which this may be used is if the member that is to start rear of grid, is given a Level 1 penalty, (being rear of grid penalty), then the member shall receive a thirty (30) second time penalty added to the race time to ensure some form of penalty is enforced.

*Technical breaches will exclude sealed componentry of the vehicles.

For sealed componentry to comply, all vehicles must be sealed / tagged in accordance with the regulations adopted by Series X3 NSW from Circuit Excel Management Committee and Motorsport Australia.

Engine sealing locations are found in the Series X3 NSW Supplementary Regulations/technical guide.

No seal is to be removed once fitted and if removal is required, the engine may be inspected by an authorised person nominated by Series X3 NSW, and an examination of the engine conducted.

Further information will be made available by the Series X3 NSW management committee through the supplementary regulations.



Each engine and transmission shall be sealed in accordance with the sealing requirements as described in the CERA Technical Guide prior to the commencement of any competition where any the following applies:

1. At a National level event i.e. (Supercar Event, Bathurst 6 Hour, Shannons Nationals and Excel Nationals)
2. Before the next event that the vehicle is entered into, after an event in which the Automobile, during qualifying or a race, records a lap time less than 103% of the official lap record published by CERA on the official CERA website.

This shall not prohibit the addition of a seal by an event technical officer for judicial or scrutiny purposes. The presence of a seal will not protect the car from being subject to a protest, or from examination by technical officers or scrutineers.

If a vehicle is presented at a Series X3 NSW event without compliance to the above procedure, the vehicles entrant shall be referred to the Stewards.

If the vehicle is identified throughout an event to have a missing or tampered engine seal, the entrant will be referred to the Stewards.

Record keeping of penalties will be conducted by Series X3 NSW to ensure consistency

Checking of vehicle compliance

In the interests of the club and fairness for all competitors, the Committee or approved technical officer, at a race meeting, or after the meeting at an appropriate location, may conduct various measures and checks to ensure all vehicles comply with the Technical regulations as outlined in the most current MOTORSPORT AUSTRALIA Manual of Motor Sport, Specifications of Automobiles 3rd Category – Touring Cars Group 3E – Circuit Excel.

After the final race of a meeting, seals checks and vehicle compliance checks maybe conducted at the race track or a time and location to be determined by the NSW Series X3 Committee, on at least the first 5 place holders for the series in either or both the Trophy or Masters Championship.

Any compliance issues found during these checks will be referred to the Event Stewards.

Reference : <https://motorsport.org.au/?pdfs=group-3e-circuit-excel>