1. ENTRIES

1.1 Entries for the 2026 Lendrive Finance Shelley 300 open at 10.00am on Friday, 9 October 2026. Competitors must enter online. **Only fully completed entry forms will be accepted.**

1.2 The first 36 fully completed and paid entries will be accepted. Entries received after this limit has been reached will be placed on a reserve list in the order they are received.

1.3 Co-Driver details are not required at the time of entry. Entrant/Competitor and Driver 1 details must be fully completed at the time of entry. A separate link for Co-Driver details will be sent after the entry is accepted.

1.4 Entries will be accepted in order of the date and time that full payment is received and confirmed by the Event Organiser. Payment by credit card is encouraged, as direct deposit payments may take additional time to process and confirm.

1.5 If the number of fully completed and paid entries exceeds the maximum number of accepted entries, the Event Organiser reserves the right to place additional entries on a reserve list in the order they are received, subject to withdrawals and available positions.

1.6 If the reserve list is activated and a Competitor withdraws before the withdrawal date specified in the Supplementary Regulations, no refund will be provided unless a reserve Competitor is accepted to take their place. If a withdrawal is received after the withdrawal date specified in the Supplementary Regulations, the Competitor will not be entitled to a refund or credit under any circumstances. This clause applies despite any general withdrawal or refund provision contained elsewhere in the Supplementary Regulations or Further Regulations for the Event.

1.7 The Event Organiser reserves the right to accept up to 6 reserve entries to be present at the Event. Reserve Competitors may be permitted to participate in official practice, subject to Circuit Density, available positions, and any directions issued by the Event Organiser or Clerk of the Course. The entry fee must be fully paid.

1.8 Acceptance of a reserve entry does not guarantee a start in the Race.

1.9 If a reserve Competitor is not permitted to start the Race due to Circuit Density, the reserve Competitor will receive a full refund of the entry fee, excluding any additional practice entry fees.

1.10 A Competitor is not eligible for a refund if they are unable to participate, or unable to continue participating, due to any issue within the Competitor's control, including but not limited to any issue relating to the Competitor, Driver, Co-Driver, Automobile, licence, apparel, eligibility, compliance, or mechanical condition.

1.11 The Event Organiser will ensure that Circuit Density is not exceeded at any time during Practice, Qualifying or the Race.

2. THE RACE

2.1 This is a Race for invited Automobiles that comply with the 2026 SuperTT Technical Regulations, excluding the ExtremeTT class. The Event is open to Production Cars, Production Sports, Improved Production, BMW E30s, BMW E36s, Porsche 944s, Mazda MX-5s, Hyundai Excels and Nissan Pulsars, and will be run over 300 kilometres, 128 laps, on the Shelley Circuit at One Raceway. Each Automobile entering the Race will be driven by one (1), two (2) or three (3) drivers.

2.2 The Event Organiser reserves the right to reject an entry based on the Automobile being too fast or inappropriate for the Event.

2.3 The Event Organiser reserves the right to reject an entry if the Automobile has demonstrated a lap time quicker than 1:03.000.

3. PRACTICE

3.1 All drivers must practice in their nominated Automobile.

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.~~

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4. QUALIFYING and GRID POSITIONS

4.1 **Qualifying Format**

Qualifying will be conducted in three sessions: Q1, Q2, and Q3.

4.1.1 Only drivers from Automobiles 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 Automobiles will participate in Q1.

4.1.5.1 At the conclusion of Q1, the slowest fourteen (14) Automobiles will be eliminated.

4.1.5.2 Automobiles eliminated at the conclusion of Q1 will be allocated grid positions 23 to 36, based on their fastest lap time recorded in Q1.

4.1.5.3 The fastest twenty-two (22) Automobiles from Q1 will progress to Q2.

4.1.5.4 All Q1 lap times are cleared before Q2 begins.

4.1.6 **Q2 (15 minutes)**

Only the fastest twenty-two (22) Automobiles from Q1 will participate in Q2.

4.1.6.1 At the conclusion of Q2, the slowest fourteen (14) Automobiles from Q2 will be eliminated.

4.1.6.2 Automobiles eliminated at the conclusion of Q2 will be allocated grid positions 9 to 22, based on their fastest lap time recorded in Q2.

4.1.6.3 The fastest eight (8) Automobiles from Q2 will progress to Q3.

4.1.6.4 All Q2 lap times are cleared before Q3 begins.

4.1.7 **Q3 (10 minutes)**

Only the fastest eight (8) Automobiles from Q2 will participate in Q3.

4.1.7.1 Final grid positions 1 to 8 will be determined solely by each Automobile's fastest lap time recorded in Q3.

4.2 **Session Sizes and Notifications**

The qualifying format is based on a maximum field of thirty-six (36) Automobiles. If fewer than thirty-six (36) Automobiles participate in Qualifying, the Event Organiser may adjust the number of Automobiles progressing to Q2 and Q3. Any adjustment will be advised no later than the official Driver's Briefing.

4.3 **Breaks Between Sessions**

There will be a one-minute break between Q1 and Q2, and between Q2 and Q3, beginning from the moment the last Automobile enters Pit Lane at the end of each session.

4.4 **Refuelling Restriction**

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

4.4.2 Any Automobile that is refuelled from the commencement of Q1 to the conclusion of Q3 will start the Race from the rear of the grid. If the breach is identified after the final grid has been issued, the Automobile will be subject to a penalty in accordance with Article 29.1.M.

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.

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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 Automobiles fitted with MyLaps Driver ID systems will not be required to nominate a starting driver.

6.2 Automobiles not fitted with a MyLaps Driver ID system will be required to SMS the Chief Timekeeper and advise the driver that is in the Automobile.

6.3 Single driver entries do not need to nominate.

7. ORDER OF START

7.1 Starting positions will be determined by the qualifying order.

8. START PROCEDURE

8.1 The starting procedure for each Race will be a rolling start in accordance with Circuit Race Standing Regulations (CRSR) Article 5.5, unless otherwise advised by the Clerk of the Course and these regulations.

8.2 Each Automobile must be positioned in Pit Lane at a 45 degree angle, facing the direction of travel, no later than 2:00pm. Each Automobile must be positioned so that it can move forward directly when released. Reversing from garages into Pit Lane after this time is not permitted unless specifically authorised by an Official.

8.3 Automobiles will be released from Pit Lane onto the Circuit in order, commencing from Garage 30 and continuing in descending order through to Garage 1. Once released, each Automobile must proceed safely around the Circuit to its allocated grid position on the main straight.

8.4 Each Automobile must stop in its allocated grid position and remain there until all Automobiles are formed up and further instructions are given by Officials. Any Automobile not positioned in Pit Lane as required by Article 8.2, or not ready to move when directed, may be required to start the Race from Pit Lane.

8.5 Each Automobile must stop in its allocated grid position and remain there until all Automobiles are formed up and further instructions are given by Officials. Any Automobile not positioned in Pit Lane as required by Article 8.2, or not ready to move when directed, may be required to start the Race from Pit Lane.

8.6 During the formation lap, each Automobile must maintain its starting order. Passing is only permitted in order to maintain formation.

8.7 Unless otherwise advised, the speed of the official vehicle will be between 75 km/h and 85 km/h. Each Automobile must remain as close as practical to the Automobile ahead, but no more than 5 Automobile lengths from it.

8.8 For the purposes of CRSR Article 5.5.7, each Automobile must be in 2×2 formation and in its correct grid position no later than the moment the flashing lights on the official vehicle are extinguished. From that moment, all weaving and any accelerating, braking or moving left or right must cease. Each Automobile must maintain its grid position and travel within its line of grid boxes until the Start signal is given.

8.9 On the instruction of Race Control, the flashing light/s on the official vehicle will be extinguished, all double yellow circuit light panels will be extinguished, and the official vehicle will accelerate away from the field and enter Pit Lane.

8.10 The field will continue on the Track, controlled by the pole position Automobile, maintaining a speed between 75 km/h and 85 km/h. Each Automobile must maintain its grid position and travel within its line of grid boxes.

8.11 The signal to start the Race will be the extinguishing of the red start light/s. Once the red start light/s are extinguished, each circuit light panel may display a green light, and each Automobile may commence racing.

8.12 In the case of a start light failure, a waved green flag will be used to indicate the start signal.

9. TOP TEN BLUE WARNING LIGHTS

9.1 The Event Organiser **may** issue the first ten Automobiles 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 Automobiles in the field. No other Automobiles are permitted to have flashing lights fitted.

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10. RACE MANAGEMENT CHANNEL / RACE RECEIVER / ZELLO

10.1 It is highly recommended that all Drivers and Co-Drivers use Race Receivers during Competition. For the purpose of this Article, Competition includes all warm-up, practice, qualifying and racing sessions.

10.2 During Competition, the Race Receiver system will be used to advise Drivers of safety issues, Safety Car deployment, emergency response vehicles entering the circuit, and other important information.

10.3 It is not permitted to use any device which has the ability to transmit on the designated Race Receiver frequency unless prior approval has been granted by the Event Organiser.

10.4 Competitors, Drivers, Team Managers and Pit Crew may connect to the official Event Zello channel, **MRA-RMC**.

10.5 All transmissions made on the Race Receiver frequency will also be transmitted via the official Event Zello channel.

10.6 Messages intended for Team Managers and Pit Crew may be transmitted via the official Event Zello channel only. It is highly recommended that each Team Manager, or at least one member of each Pit Crew, monitors the official Event Zello channel during Competition.

10.7 The official Event Zello channel is a one-way communication channel from Race Control and/or the Event Organiser to Competitors, Drivers, Team Managers and Pit Crew. Competitors, Drivers, Team Managers and Pit Crew must not transmit on the official Event Zello channel unless authorised by Race Control or the Event Organiser.

10.8 Zello is a freely available application through the Apple App Store and Google Play Store. Competitors are responsible for ensuring that any device used to access the official Event Zello channel is charged, connected and operational.

10.9 Teams are permitted to relay messages from Race Control to the Automobile in lieu of a Race Receiver.

10.10 Race Receiver units may be purchased by contacting the Event Organiser, or during the online entry process.

11. SAFETY CAR

11.1.1 Safety car will operate as per the Circuit Race Standing Regulations (CRSR).

11.1.2 All laps completed under Safety Car conditions will be counted as Race laps.

12. DRIVERS

12.1 A driver may only enter one (1) Automobile 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 Automobiles 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:

a) The **Timing Team** will notify **Race Control** once the issue is confirmed.

b) **Race Control** will then notify **Pit Lane Marshals**, who will deliver a **verbal message to the affected team**.

c) 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 Automobile.

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**,

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- **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.

13.5 Competitors who require a MyLaps Driver ID wiring harness will need to purchase this from Eldee Timing at a cost of $90 at the event.

14. DIVISIONS

14.1 Divisions for the Race will be determined by the fastest qualifying lap time of each Automobile in any segment of qualifying (Q1, Q2 or Q3).

14.2 There will be five divisions in total. Any Automobile that records a lap time faster than the fastest time for its division on more than two (2) occasions will be penalised in accordance with Article 29.1.K.

14.3 No Automobile is permitted to go faster than 1:03.00 at any time during the weekend, including official practice, qualifying, or the Race. Any Automobile which goes faster than 1:03.00 will receive warnings for the first two infringements and will be excluded from the meeting upon the third infringement. Any times faster than 1:03.00 in official practice or qualifying will be disallowed.

14.4 Once a division has been nominated, any breakout that occurred prior to nomination will count towards article 14.2.

14.5 With the approval of the Clerk of the 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 the Course & Event Director reserves the right to re-allocate Automobiles 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 Automobiles will be as follows:

Division	Qualifying lap time	Number of CPS
A	1:03.0000 to 1:05.4999	2 x 5min
B	1:05.5000 to 1:07.9999	1 x 5min + 1 x 2.5min
C	1:08.0000 to 1:10.4999	1 x 5min
D	1:10.5000 to 1:12.9999	1 x 5min
E	1:13.0000 and slower	1 x 5min

15.2 Failure to complete a CPS satisfactorily will result in a penalty in accordance with Article 29.1. If an Automobile completes a CPS less than ten (10) seconds under the prescribed minimum CPS time, the penalty will be applied in accordance with Article 29.1.A. If an Automobile completes a CPS ten (10) seconds or more under the prescribed minimum CPS time, or completes a CPS outside the prescribed CPS Window, the penalty will be applied in accordance with Article 29.1.B.

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 Starter's Rostrum.

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

15.6 A Compulsory Pit Stop (CPS), including a CPS involving refuelling, may be completed while the Safety Car is deployed, provided Pit Lane remains open in accordance with the Circuit Race Standing Regulations (CRSR), and any directions issued by the Clerk of the Course or Race Control.

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

15.8 Failure to attempt or complete a CPS will result in a penalty in accordance with Article 29.1.C.

15.9 The driver's safety harness must be fastened before the Automobile leaves its allocated pit bay.

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

15.11 CPS infringement penalties under Article 29.1.A will be issued at the close of the CPS Window, unless otherwise approved by the Clerk of the Course

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15.12 Should an Entrant, Competitor, Team Manager or signed-on crew member wish for the Automobile to serve a CPS infringement penalty under Article 29.1.A before the close of the CPS Window, that person may approach the Clerk of the Course and request that the penalty be served early. The person making the request must be signed on for the Event and must be wearing a wristband associated with that Automobile.

15.13 If the Clerk of the Course approves an early penalty request, the black flag will be shown to the Automobile at a time determined by the Clerk of the Course. The Drive Through Penalty must not be served during a Safety Car period. If the Automobile is already in Pit Lane at the time the Safety Car is deployed, the Drive Through Penalty will be deemed to have been served

16. DRIVER'S BRIEFING

16.1 The Driver's Briefing will be held in the Drivers Briefing Room, located next to the Race Secretary's office.

16.2 Access to the Drivers Briefing Room is via the door next to the Race Secretary's office.

16.3 Attendance at the Driver's Briefing is compulsory for all Drivers.

16.4 Drivers will be scanned in on arrival. Drivers must arrive on time.

17. GARAGE ALLOCATIONS / PIT LANE AND BEHAVIOUR

17.1 Garage and Pit Lane allocations will be determined by the Event Organiser.

17.2 Garage allocations may be made in the order of receipt of completed entry, however, the Event Organiser reserves the right to allocate garages to best manage Pit Lane operations, team groupings and Event requirements.

17.3 Each garage may be allocated to a maximum of two (2) Automobiles, being one (1) Automobile positioned at the front of the garage adjacent to Pit Lane and one (1) Automobile positioned at the rear of the garage.

17.4 Due to the number of entries and the number of front garage positions available, some Automobiles will be allocated to rear garage positions.

17.5 Where Competitors request to be allocated together in the same garage, the allocation will generally be treated as a shared garage request and may result in one Automobile being allocated to the front garage position and the other Automobile being allocated to the rear garage position.

17.6 Garage allocation requests may be considered by the Event Organiser but are not guaranteed.

17.7 The Pit Lane speed limit is 40 km/h. Care must always be taken not to interfere with any other Competitor or crew.

17.8 Any Competitor entering or exiting Pit Lane at a speed in excess of 40 km/h, or in an unsafe manner, may be penalised at the discretion of the Clerk of the Course or Stewards.

17.9 Any Automobile reversing under power in Pit Lane will be penalised. Pushing an Automobile backwards is permitted only when it is safe to do so.

17.10 Smoking in Pit Lane is strictly prohibited.

17.11 Children under the age of 16 years will not be permitted in Pit Lane.

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

17.13 Any fuel spill will be penalised in accordance with Article 29.1.D.

18. OTHER PIT STOP REQUIREMENTS AND MAINTENANCE IN PIT LANE

18.1 A Car Controller must be appointed for each Automobile. They are responsible for the safe conduct of all pit stop operations, including the safe release of the Automobile at the conclusion of the stop.

18.2 During a driver change, drivers may assist one another to exit and enter the Automobile. Alternatively, a driver's assistant may assist with either a driver change or a single driver exiting and re-entering the Automobile.

18.3 The Car Controller may only cross the prescribed line into Pit Lane one (1) lap prior to the Automobile's scheduled stop.

18.4 A maximum of five (5) crew members are permitted to attend to the Automobile during pit stops. This does not include drivers assisting one another or a driver's assistant involved in a driver change.

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18.5 If any repairs or adjustments are required underneath the Automobile, 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 Automobile has come to a complete stop.

18.6.1.2 Wait until the Automobile 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 Automobile.

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 Automobile. 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 Automobile.

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 brushless rattle guns may be used, provided a Fire Marshal is on standby with an extinguisher.

18.8 No work may be performed on the Automobile 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 Automobile.

19. FUEL

19.1 Competitors may store up to 120L of fuel per Automobile 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 **GENERAL**

20.1.1 Refuelling is permitted only in Pit Lane during sessions where refuelling has been authorised in the Supplementary Regulations.

20.1.2 Refuelling in the paddock or pit garages during on-track sessions is prohibited.

20.1.3 Notwithstanding any provision contained in the Motorsport Australia Circuit Race Appendix – Refuelling in Pit Lane (Club/State), refuelling is permitted during Safety Car conditions at this Event, provided that Pit Lane remains open, the refuelling occurs in Pit Lane, and all requirements of these Regulations are complied with.

20.2 **Equipment**

20.2.1 All refuelling equipment must comply with Motorsport Australia Circuit Race Appendix – Refuelling in Pit Lane (Club/State).

20.2.2 The use of drum-based refuelling rigs is permitted provided they comply with the above Appendix requirements.

20.2.3 All refuelling equipment must be scrutineered before the commencement of racing activities.

20.3 **Personnel and Attire**

20.3.1 All personnel directly involved in refuelling must wear fire-resistant clothing in accordance with Technical Appendix Schedule D of the Motorsport Australia Manual.

20.3.2 As a minimum, this includes:

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- Flame-resistant overalls or long sleeve top and trousers
- Flame-resistant gloves
- Closed footwear
- Eye protection

20.3.3 Only personnel directly involved in refuelling operations are permitted in Pit Lane during the refuelling process.

20.3.4 A minimum of one (1) dedicated fire attendant must be present for the entire refuelling operation.

20.3.5 The fire attendant:

- Must be positioned adjacent to the refuelling activity
- Must hold a fully functional fire extinguisher of at least 4.5 kg capacity
- Must not perform any other task during refuelling

20.3.6 Competitors must supply at least one (1) tagged and in-date dry powder extinguisher per Automobile under their control. A 9 kg extinguisher is strongly recommended.

20.3.7 All refuelling crew must attend any compulsory refuelling briefing conducted by the Event Organiser or Chief Scrutineer.

20.4 **Automobile Requirements During Refuelling**

20.4.1 The Automobile must be stationary for the entire refuelling operation

20.4.2 The engine must be switched off prior to commencement of refuelling and remain off until refuelling has completed.

20.4.3 The Automobile must be effectively grounded prior to the refuelling nozzle making contact with the Automobile and must remain grounded until refuelling is complete.

20.4.4 No work may be carried out on the Automobile while refuelling is in progress.

20.4.5 Where the fuel filler is located within one metre of a wheel, brake assembly or exhaust outlet, those components must be covered with a fire-resistant blanket or equivalent protective material during refuelling.

20.5 **Minimum Pit Stop Time**

20.5.1 The minimum pit stop time is determined by the activities undertaken during the stop, as follows:

a) A pit stop involving refuelling only, with no driver change, must take a minimum of two (2) minutes and thirty (30) seconds.
b) A pit stop involving a driver change only, with no refuelling, must take a minimum of two (2) minutes and thirty (30) seconds.
c) A pit stop involving both refuelling and a driver change must take a minimum of five (5) minutes.

20.5.2 Time will be measured from the moment the Automobile crosses the Pit Lane Entry Control Line until it crosses the Pit Lane Exit Control Line.

20.5.3 Failure to comply with the applicable minimum pit stop time will result in a penalty in accordance with Article 29.1.A or Article 29.1.B, as applicable.

20.6 **Driver Position and Safety During Refuelling**

20.6.1 Notwithstanding the requirements of Motorsport Australia Circuit Race Appendix – Refuelling in Pit Lane (Club/State), drivers may remain seated in the Automobile during refuelling at this Event, provided no driver change is undertaken and the pit stop is subject to the minimum time specified in Article 20.5.1(a).

20.6.2 Where the driver remains seated in the Automobile during refuelling, the following conditions must be complied with:

A) The driver must remain fully attired in all required safety apparel, including helmet.
B) The engine must be switched off for the entire duration of the refuelling operation.
C) The safety harness must be fully released during refuelling.
D) The window net must be lowered during refuelling.
E) A designated crew member must attend the Automobile following completion of refuelling and, prior to the Automobile departing its pit position, assist the driver in correctly refitting and securing the safety harness and window net.
F) No other work may be carried out on the Automobile while refuelling is in progress.

20.6.3 If a driver elects to exit the Automobile during refuelling, they must not re-enter the Automobile until

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refuelling is complete and all refuelling equipment has been removed.

20.6.4 Each Driver must have successfully completed a self-extraction test in the Automobile they are driving within the previous twelve (12) months. The test must be recorded in the Automobile's logbook. If a Driver has not completed, or cannot provide evidence of, a current self-extraction test, the Driver may complete a self-extraction test at the Event under the supervision of a Scrutineer, and the test must be recorded in the Automobile's logbook before the Driver is permitted to compete. A Driver who does not complete, or cannot provide evidence of, a current self-extraction test may be deemed ineligible to compete.

21. PIT CREW

21.1 All crew members must complete the Event Organiser's Indemnity form and receive the designated armband before entering Pit Lane. Failure to do so may result in the associated Entry being excluded from the Meeting.

22. PIT SIGNALLING WALL

22.1 No more than three (3) persons per Automobile may be at the signalling wall at any time.

22.2 Each person at the signalling wall must be registered online as Pit Crew for that Automobile, have completed the required sign-on and indemnity process, and must be wearing the designated wristband. Wristbands may be collected from the Race Secretary after the online sign-on process has been completed.

23. RECOVERY

23.1 If an Automobile 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 Automobile to assist the recovery crews.

23.2 Any competitor in an Automobile being towed must have their safety equipment on until they return to the Pit Lane.

23.3 All Automobiles 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 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 Organiser.

26. IN CAR CAMERAS

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

27. SPONSOR DECALS

27.1 Each Automobile must display any sponsor decals provided by the Event Organiser, failure to display the sponsor decals as provided and instructed will result in the Automobile 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 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.

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29. PENALTIES

29.1 Notwithstanding Circuit Race Standing Regulations (CRSR) Article 7.2, where an Automobile is issued a black flag during the Race in accordance with Article 4.3 of the Motorsport Australia Circuit Race Appendix, Track Control and Flag Signaling, and the Driver fails to comply with that black flag direction on the next approach to Pit Entry, the following penalties will apply, unless the Stewards determine that a greater penalty is warranted:

Occurrence	Penalty
First occurrence	One (1) lap penalty
Second occurrence	Five (5) lap penalty
Third occurrence	Disqualification

29.2 For the purpose of Article 29.1, an occurrence means each separate black flag direction issued to an Automobile during the Race that is not complied with by the Driver on the next approach to Pit Entry. A further occurrence will only arise if the Automobile is issued a separate black flag direction for a separate penalty, infringement or instruction.

29.3 Penalties will be imposed by the Stewards and administered by Officials. All Lap penalties will be post applied by Chief Timekeeper. 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	CPS completed less than ten (10) seconds under the prescribed minimum CPS time	Drive Through Penalty. If the Drive Through Penalty cannot be served during the Race, a forty-five (45) second post-race penalty will be applied.
B	CPS completed ten (10) seconds or more under the prescribed minimum CPS time, or CPS completed outside the prescribed pit stop window	Five (5) lap penalty
C	Failure to complete a CPS at any time during the Race	Ten (10) lap penalty
D	Fuel spill during Race conditions or during any pit stop	Two (2) lap penalty
E	Exceeding the Pit Lane speed limit of 40 km/h	Drive Through Penalty
F	Failure to comply with the direction of an Official	Drive Through Penalty
G	First breach of Motorsport Australia National Competition Rules relating to dangerous conduct, unsportsmanlike behaviour or reckless driving, as determined by the Race Director or Stewards	Ten (10) lap penalty
H	Second breach of the above during the Meeting	Exclusion from Race
I	Third breach of the above during the Meeting	Exclusion from Event
J	Any other breach of the Motorsport Australia National Competition Rules	Penalty as determined by the Stewards
K	Third infringement of division breakout	Loss of fastest lap time and reclassification to the next higher division
L	Exiting Pit Lane while the red light is illuminated	One (1) lap penalty or as otherwise determined by the Stewards.
M	Refuelling from the commencement of Q1 to the conclusion of Q3	Start from rear of grid. If identified after the final grid has been issued, five (5) lap penalty.

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