



2022 STATE RACER FOUR HOUR ENDURO EVENT
WINTON MOTOR RACEWAY
10th September 2022
Presented by
RACEWORKS PROMOTIONS

Dear Competitor,

The 2022 State Racer Four hour will be run at Winton Motor Raceway on Saturday 10th September.

Payment for your entry can be made via Motorsport Australia Event Entry. Final Regulations and schedule will be emailed to all Competitors.

Documentation Check will be conducted electronically before the Event.

Fuel will be available at Winton's facility in the Pits during the weekend.

Jean Bellenger
Secretary of the Event

2022 STATE RACER FOUR HOUR ENDURO EVENT WINTON MOTOR RACEWAY

10th September 2022
Supplementary Regulations

Section 1 - GENERAL

- 1.1.1 The Event will be an endurance Race Event, conducted Saturday the 10th September 2022, and held under the FIA International Sporting Code including Appendices, National Competition Rules of Motorsport Australia, The Circuit Race Standing Regulations, the Winton Motor Raceway Standing Race Regulations, these Supplementary Regulations and any Further Regulations, Bulletins or Instructions issued.
- 1.1.2 This Event will be conducted under and in accordance with Motorsport Australia OH&S, Motorsport Australia Safety 1st, Integrity and Legal and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsport.org.au.
- 1.1.3 The Motorsport Australia Permit Number is **322/1010/01**

1. 2. PROMOTER

1. 2.1 The Event will be promoted and organised by Raceworks Promotions Pty Ltd.

1.3. ORGANISING COMMITTEE

- 1.3.1 The Organising Committee comprise Ben Schoots, Dean Lillie, Jean Bellenger, Simon McMahon.
- 1.3.2 Officials:

Clerk of the Course	Simon McMahon	ID #: 9661841
Assistant Clerk of the Course	TBA	ID #
Secretary of the Event	Jean Bellenger Email: jean@bellenger.id.au	ID #: 9555645
Chief Scrutineer	TBA	ID #:
Chief Timekeeper	TBA	ID #:
Chief Steward	David Bellenger	ID #:
Steward	TBA	ID #:

1.4. EVENT DESCRIPTION

1. 4.1 The Event will be a one-day **Endurance Race Event**. The activities will be conducted at Winton Motor Raceway, and cars will circulate in a clockwise direction of the 3.0 km National Circuit. (Long Circuit)

1.5. ENTRIES

- 1.5.1 **The method of entry is via Motorsport Australia Event Entry** – Go to www.motorsport.org.au, sign in, then follow the link to Motorsport Australia Event Entry. Those using it know it is easy and efficient. We strongly encourage you to use this timesaving system. There is a tutorial on the website for first-timers and a telephone help number for use during business hours.
- 1.5.2 Entries will open on publication of these Regulations and close on 30th August 2022.
- 1.5.3 Entries may be refused in accordance with the NCR's of the current Motorsport Australia Manual.
- 1.5.4 The Entry Fee will be **\$1500.00** per car (GST Inc).
- 1.5.5 The Event Organisers reserve the right to reject an entry based on the car being inappropriate for the Event. 1.5.6 All Drivers must be a current financial member of a Motorsport Australia affiliated club and hold a minimum of a Motorsport Australia Circuit Licence with provisional endorsement.
- 1.5.7 Competition numbers will be allocated at the Promoters discretion, where possible according to the categories allocated numbers which have been supplied to the series by the Category Representatives. Numbers will otherwise be allocated to best fit with category allocations and Competitors wishes as much as is possible.

1.6. INVITED CATEGORIES

- 1.6.1 The Event is for 3J Improved Production cars including (but not limited to) BMW E30's, 3E Production cars including (but not limited to) Circuit Excels, RX8 Cup cars, Toyota 86 series cars, 3K Saloon Cars, 2B Porsche 944 Challenge cars, and Invited cars at the Event Organisers discretion.
- 1.6.2 For a vehicle to be eligible, the vehicle must have a logbook as per the above categories and comply with its respective category regulations as per the relevant Motorsport Australia Manual regulations for the category the car is entered.

1.7. GENERAL INFORMATION

- 1.7.1 Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au
- 1.7.2 Protests must be lodged in accordance with the NCR.
- 1.7.3 If insufficient entries are received or for reasons of Force Majeure the Promoter reserves the right to cancel, postpone or abandon the Event in accordance with the NCR.
- 1.7.4 Timing will be electronic, and each Competitor will require a Dorian Transmitter, fitted in accordance with category provisions and in the left or right footwell of sedan-based vehicles. Refer to 2.16 for further timing information.

1.8. ALCOHOL, DRUGS AND OTHER SUBSTANCES

- 1.8.1 The holder of a Motorsport Australia *Licence* (or a *Licence* issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au. Consumption of alcohol in the paddock, pits or any other *Reserved Area* is prohibited until all *Competition* is concluded each day. The holder of a Motorsport Australia *Licence* (or a *Licence* issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au.

1.9. FUEL REQUIREMENTS

- 1.9.1 Fuel must comply with Schedule G of the Motorsport Australia Manual.
- 1.9.2 For refuelling guidelines, please refer to [Motorsport Australia Manual – Race Appendix - Refuelling in Pit Lane - PART 2 - REFUELLING IN PIT LANE AT A CLUB/MULTI-CLUB/STATE COMPETITION](#).

1.10. NOISE

- 1.10.1 Vehicles must be adequately muffled to comply with the 95 dB noise limit.

1.11. Final Regulations and Passes

- 1.11.1 Final Regulations, Tender Passes and Tickets **WILL NOT BE MAILED TO YOU. PLEASE ENSURE YOUR CORRECT EMAIL ADDRESS IS ON YOUR ENTRY FORM.** Final Regulations and garage allocations will be emailed to all Competitors.
- 1.11.2 Each entrant will receive 4 crew passes/ tickets and 2 driver passes for 2 driver entries or 3 driver passes for 3 driver entries. Entrants can purchase additional crew member or general spectator tickets,

Jean Bellenger
Event Secretary

Section 2 – SPORTING

2.1 Eligible Automobiles

- 2.1.1 Classes for this Event are Outright, 3J over 2 litre, 3J Under 2 litre, 3E Production Cars, Saloon cars, BMW E30, 944 and Invited cars.

2.2 Awards, Prizemoney and Trophies

- 2.2.1 Outright trophies will be awarded for 1st, 2nd and 3rd place, category trophies will be awarded for 1st, 2nd and 3rd places, if five (5) or more cars are entered and start the 4hr race for that particular category, if less than five (5) category cars are entered then only 1st place trophies, will be awarded, this is subject to change at the Promoter's discretion.
- 2.2.2 Invited category entrants are not eligible for outright awards/ trophies but are eligible for invited class awards/ trophies.

2.3 Schedule

- 2.3.1 The Schedule of Events will be distributed in the further regs and may be varied or altered at the Promoter's/Organiser's discretion or because 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.
- 2.3.2 A Practice, 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 the schedule and affect subsequent sessions on the day.

2.4 Practice

- 2.4.1 All drivers must practice in their nominated car.
- 2.4.2 All drivers must complete at least three (3) laps each in practice or seek special dispensation from the Stewards to compete in the shootout.
- 2.4.3 Practice consists of one (1) timed practice session, and the fastest time for a particular vehicle irrespective of the driver during the practice session will determine its starting position for the field shootout.

2.5 Shootout (qualifying)

- 2.5.1 All drivers must nominate their driver for the shootout by notifying the Secretary of the Event at the Paddock Office (base of race control) no later than one (1) hour prior to the scheduled commencement of the shootout. Failure to do so may exclude the Competitor from taking part in the session.
- 2.5.2 Cars will be assigned to a shootout group based on their fastest time from the timed practice session (for clarity, a shootout group will consist of no more than ten (10) vehicles, and groups will be arranged from slowest to fastest based on timed practice timed results). Note that no vehicle within a shootout group can move further forward in grid positions than what is available within that particular group regardless of the best lap time achieved during the shootout. Conversely, no vehicle can move backward in grid position more than what is available within that particular group. Any car that fails to set a time in the timed practice session will compete in the shootout at the discretion of the Stewards.
- 2.5.3 All cars must be nose out in front of their garage on a 45-degree angle facing the Pit Lane Exit ten (10) mins prior to the commencement of their group shootout. Drivers and vehicles must be ready to start the shootout; when directed, if failure to do so, they may forfeit their position and move to the rear of the grid for the race at the direction of the Stewards.

2.6 Race Qualification and Order of start

- 2.6.1 Starting positions will be determined by the shootout results.
- 2.6.2 In the event that a driver has failed to set a lap time that is within 130% of the fastest recorded lap from timed practice or the shootout then that driver(s) will need to seek special dispensation from the stewards to start the race.

2.7 Starting driver nomination

- 2.7.1 All drivers must nominate their starting driver for the race by notifying the Secretary of the Event at the Paddock Office (base of race control) no later than one (1) hour prior to the commencement of the race.
- 2.7.2 Failure to nominate the starting driver by this time will result in the vehicle commencing the race at the rear of the grid.
- 2.7.3 Driver Identification, Each Driver will be issued with a small adhesive letter from the Secretary of the Event, which must be placed on the right-hand side of the Driver's helmet for right hand drive Cars, and on the left-hand side of the helmet for left hand drive Cars. This is to enable the timekeepers to separate individual Driver lap times.

2.8 Race Start procedure

- 2.8.1 All cars must be nose out in front of their garage on a 45-degree angle facing the Pit Lane Exit 10mins prior to the commencement of the race.
- 2.8.2 Approximately 10 mins before the race start, cars will be directed to move off for their observation lap to the grid.

- 2.8.3 The start of the 2022 State Racer 4-hour endurance race will be conducted in accordance with the *Championship Start Standing Start* procedure as described in the CRSR.
- 2.8.4 Once the lights have extinguished, the race is deemed to have commenced, and the clocks have started.

2.9 Race Finish procedure

- 2.9.1 The race will be run over a period of 4 hours plus one lap regardless of red flags. The chequered flag will be displayed to the lead automobile, one (1) lap after four (4) hrs race duration.
- 2.9.2 If the automobile leading is not running on the track at the time that the race is scheduled to finish, the chequered flag will be shown to the next placed automobile.
- 2.9.3 Finishers will be classified as per the CRSR.

2.10 Additional post for control line flags

- 2.10.1 In addition to the flag signals shown at the Control Line, the following flag signals will be displayed from Flag Marshal Point at 15: the Black Flag and Black Flag with Orange Disc (Mechanical Black Flag) together with a board displaying the number of the intended vehicle.
- 2.10.2 All competitors, after having been shown the mechanical black flag or black flag, are required to enter Pit Lane immediately.

2.11 Driver behaviour & track limits

- 2.11.1 The Driving Code of Conduct is described in the CRSR and will be strictly enforced.
- 2.11.2 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 debris onto the course.

2.12 Exiting the track after sessions and races

- 2.12.1 At the end of each practice, qualifying session or race, all competition cars must exit the Circuit via Pit Lane entry.
- 2.12.2 On the direction of a Pit Lane Official tender vehicles and any competition vehicle/s located in Pit Lane at the end of a practice, qualifying session or race must remove their automobile/s immediately unless otherwise directed by an official.
- 2.12.3 All Drivers are reminded that the Paddock Area is a General Public Area and MUST strictly observe the speed limit of 10km/h.

2.13 Parc Fermé

- 2.13.1 Competitors must adhere to the direction of the Chief Scrutineer.
- 2.13.2 Unless otherwise advised by the Chief Scrutineer, Parc Fermé is to be located in front of the Pit Lane garages.
- 2.13.3 After the race, all cars are 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 Event orders their release.
- 2.13.4 Cars that 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.

2.14 Radios

- 2.14.1 The use of two-way radio communication is encouraged.

2.15 Race Management Channel (RMC)

- 2.15.1 Each team MUST monitor the RMC on "listen only" for each track session from 10 minutes before the Automobiles are released from their pit garage to the end of the session. Any message broadcast over the RMC will have a regulatory effect.
- 2.15.2 All drivers must either be informed of relevant instructions from RMC via their teams 2-way radios or directly listen to RMC via a RACEceiver during the competition (Competition means all, practice, qualifying and racing sessions).
- 2.15.3 During the competition, RMC will be used to advise drivers of safety issues, Safety Car and emergency response vehicles entering the circuit and other important information.
- 2.15.4 RACEceiver units are available for purchase from Winton Motor Raceway.
- 2.15.5 For those who currently own a Race Receiver the RMC will be 601. For new units the channel will be 1200. The RMC Frequency is 457.50000.

2.16 Timing

- 2.16.1 The timing hardware system for the Event will be based on the Dorian Transmitter. Each Automobile must be fitted with a Dorian Transmitter and any associated hardware prior to the first track session. Failure to do so may result in the Automobile being black flagged and prohibited from returning to the track until the Dorian Transmitter is fully installed and operational.
- 2.16.2 The timing software for the Event will be Natsoft. Results and live timing will be available from Natsoft (www.natsoft.com.au).

2.17 Tyres

- 2.17.1 The type, size and brand of tyres used on an automobile must be in accordance with the category regulations for the category in which the automobile is entered. Tyre warmers are not permitted.
- 2.17.2 Invitational category entrants must use Yokohama A050R medium compound with a max width 265 and max diameter of 18".

2.18 Drivers

- 2.18.1 A driver may only qualify and race in the same automobile during the entirety of the State Racer 4-hour endurance qualifying and racing unless otherwise approved by the Stewards.
- 2.18.2 A driver must remain in Pit Lane for a minimum of 10 minutes after any continuous driving stint of more than 50 minutes before being permitted to return to driving. A driver cannot complete more than 85 minutes of continuous driving. Continuous driving refers to a driver being in the car, on track, without pitting.
- 2.18.3 A driver is deemed to have started their driving time when the automobile they are driving crosses the Pit Lane exit timing loop. A driver is deemed to have ended their driving stint when the automobile they are driving crosses the Pit Lane entry timing loop. All-time spent in Pit Lane is part of a drivers break from their driving time.
- 2.18.4 No single driver is permitted to have completed more than 90 laps of the race. Any laps more than 90 that a driver completes will not be counted in that vehicles race lap count.

2.19 Pit Stops

- 2.19.1 Pit stop time is measured from when the automobile triggers the pit entry timing loop and stops when the automobile triggers the Pit Lane exit timing loop. The time spent in Pit Lane will be available on the Natsoft timing display, and timing system and the Chief Timekeeper is a judge of fact.
- 2.19.2 Any pit stop that includes the addition of any amount of fuel to an automobile must be longer than 5 minutes for a vehicle with a fuel carrying capacity 80 litres or less. For a vehicle that has a fuel carrying capacity more than 80litres the pitstop time must be greater than 6 minutes.
- 2.19.3 Pit stops that do not contain the addition of any amount of fuel to an automobile do not have a minimum time.
- 2.19.4 It is not permitted to enter Pit Lane during a red flag or under safety car to begin any pit stop that requires the addition of any fuel. Pit stops already in progress when a red flag or safety car is deployed may be completed.

2.20 Refuelling

- 2.20.1 All refuelling rigs must be assembled and ready for inspection by the Scrutineers before 8:00 am on Saturday 10th September. All refuelling rigs must have passed inspection before use in any session.
- 2.20.2 Teams are encouraged to use Practice on Saturday morning to test their vehicle refuelling process. This is the only time before the race that a team's refuelling system can be tested with fuel in Pit Lane.
- 2.20.3 All pit stops where any amount of fuel is to be added to an automobile must comply with the 2022 Motorsport Australia Manual Circuit Race Appendix; General Regulations Refuelling in Pit Lane document, which describes the regulations relating to refuelling for this Event. This document can be downloaded from the Motorsport Australia website here: [RA06 Refuelling in Pit Lane.pdf](#). It is compulsory that each team read and thoroughly understand these regulations as they will be rigorously enforced for your safety.
- 2.20.4 Refuelling of an automobile must be completed first at any pit stop. Once the refuelling process is complete, other work may begin.
- 2.20.5 Prior to any refuelling, the Automobile must be completely stopped, the Automobile's engine must be switched off, the Driver must exit the Automobile and return to the pit garage before the refuelling process begins.
- 2.20.6 Maximum personnel permitted in the pit lane during refuelling operations are as follows:
 - (a) The car controller
 - (b) Refueller Operator (directly filling the car)
 - (c) Fuel Rig Emergency Cut-Off Attendant (drum rig operator, or the dead man handle operator)
 - (d) Fire Attendant (fire extinguisher operator)
 - (e) Refueller Hose Assistant (only permitted if using an overhead refuelling rig)
- 2.20.7 During ANY fuel transfer (car to container, container to Car, container to container, container to tower, tower to container, tower to Car etc.) all persons involved in the transfer or within one (1) metre of the Refuelling fittings must be attired in compliance with schedule D of the Motorsport Australia Manual. 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.

2.21 Other pit stop requirements and maintenance in Pit Lane

- 2.21.1 A Car Controller must be appointed for each vehicle. At all times whilst a Car is stationary in its Pit Bay it must remain under the control of its designated Car Controller who must remain at the front of the Car in clear view of the Driver and is responsible for the safe conduct of the Pit Stop and departure of the Car at the completion of any Pit Stop. The Car Controller is not permitted to assist in any way with a Pit Stop, for each Pit Stop the Car Controller may be in a position in Pit Lane to assume control of the Car one (1) lap before the Car crosses the Control Line at Pit Entry.
- 2.21.2 Should a driver change be performed; the drivers may assist each other to exit and enter the vehicle. Other duties only a driver can perform over and above the maximum 4 crew members permitted are to change drink bottles and/or to replenish a driver cooling system and/or retrieve/ download data. No other pit lane duties may be performed by a driver during a pitstop. Note that none of the forementioned duties in this regulation can be performed whilst refuelling is taking place. For the purpose of this event there is no dedicated driver assistant role as this is performed by the drivers only..

- 2.21.3 Except for the Car Controller, all crew and equipment must be behind the prescribed control line before automobile stops in Pit Lane for any pit stop and must return behind the prescribed line before the automobile is permitted to leave its pit bay.
- 2.21.4 A maximum number of four (4) crew members will be permitted to attend to a vehicle during pit stops. This does not include drivers assisting each other or when changing drivers.
- For clarity, the four pit crew members usually used for the non-refuelling part of a pit stop will be:
- (a) Car controller
 - (b) Vehicle Jack crew member
 - (c) Tyre Changer
 - (d) Tyre Changer
- 2.21.5 Jack (lifting) equipment is limited to one (1) only manually operated hydraulic trolley jack. For vehicles fitted with onboard Air Jack systems, these may not be used in Pit Lane and are limited to use within the pit garage only.
- 2.21.6 Non compressable stands are not required for an automobile where only tyre changes are being performed.
- 2.21.7 If repairs or adjustments are to be made that require more than a forearm to be placed underneath an automobile, then non compressable stands must be in place after the vehicle is raised and before work commences.
- 2.21.8 During any session no work on a car may be performed outside of pit lane or pit garages.
- 2.21.9 Only hand, pneumatic and battery powered tools are permitted to be used in pit lane, mains powered electric tools are strictly prohibited in pitlane.
- 2.21.10 No spark generating activities/ work is to be performed in pit lane at any time.

2.22 Fuel

- 2.22.1 Winton Raceway will be the official fuel supplier for the entirety of the Event. Competitors may store up to 125L of fuel per car in their garage at any time, not including the fuel that is in the race car fuel tank. It is the Competitor's responsibility to ensure they have only the required amount of fuel in their possession at any time.
- 2.22.2 Any competitor deemed having excessive fuel and or breaching safety regulations may be penalised.
- 2.22.3 Fuel is available for purchase from the Winton Raceway fuel shop.

2.23 Pit crew

- 2.23.1 All crew members must complete the Organiser's Indemnity form and be wearing the designated wristband before entering Pit Lane. Failure to do so could result in the associated competing vehicle being disqualified from the Event.
- 2.23.2 Pit Crew and Driver – wristbands. The following mandatory-coloured wristbands will be issued for use during the event.
- i. RED (up to 4 only) – Crew member including duties but not limited to Car Controller and/or Refueller, Fuel Rig Emergency Cut Off, Fire Attendant, Vent Hose Operator; General mechanic Identified by a RED wristband and must under the supervision of the car controller at all times. A red wristband will only be issued to and may only be worn by a crew member once they have attended and signed on the general information and refuellers briefing. For clarity a crew member issued with a red wristband can also perform vehicle repair and/ or servicing duties in pit lane.
 - ii. YELLOW (up to 3) – Drivers; 2 only YELLOW wristband to be issued to 2 driver teams. Drivers must be able to show their wrist band when requested at any time during any session. A yellow wristband holder can also wear a red wristband but only if the allocation of 4 RED wristbands has not already been met and only once the requirements of 2.23.1 and 2.23.2 RED wristband holder's requirements have been met.
 - iii. BLUE (1 only) - This wristband is only handed out to a Refueller Hose Assistant (only permitted if using an overhead refuelling rig). The only pit lane duty a blue wristband holder can perform is as a refueller hose assistant they can take no other part in a pit lane activities. A blue wristband will only be issued to and may only be worn by a crew member once they have attended and signed on the general information and refuellers briefing.

Wrist bands will be issued once the required indemnity forms have been completed as per 2.23.1 and required briefings if any have been attended and signed. Wristbands are only permitted to be worn on the wrist.

2.24 Pit Lane allocation and behaviour

- 2.24.1 Pit Lane/Garage allocation will be allocated by the Promoter.
- 2.24.2 There will be a 40kph speed limit in Pit Lane. Care must always be taken not to interfere with any other competitor or crew. 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 Stewards..
- 2.24.3 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.
- 2.24.4 Smoking in Pit Lane is strictly prohibited.
- 2.24.5 Children under the age of 16 years will not be permitted in Pit Lane.
- 2.24.6 Pit Lane Entry, Exit & Speed Limit. Any Car exiting the Pit Lane must not cross the solid demarcation line that separates the Pit Exit Road and the Racetrack. Any Car entering the Pit Lane must not cross, in either direction, the solid line that separates the pit entry road and the Race Track. Penalties may be imposed.

2.25 Recovery

- 2.25.1 If a vehicle stops on the track during the 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.
- 2.25.2 Any competitor in a vehicle being towed must have their safety equipment on until they return to Pit Lane.
- 2.25.3 All vehicles must be fitted with a towing eye front and rear.
- 2.25.4 Any Car that has stopped on the Race Track and is returned to the scrutineering or pit bay by Officials will have the option to either; Withdraw the Car from the Event, to be made in writing to the Secretary of the Event or affect repairs in the Pit Garage. In such instances a Car can only re-join the race after such repairs have been approved by the chief scrutineer.
Any Car requiring extended servicing or repairs at any time should be moved into the Pit Garage. Once the Car is moved into the Pit Garage the number of team members permitted to service the Car is free.
- 2.25.5 The pushing of a Car by the Driver or by another Car along the track or pushing it across the Finish Line is not permitted and will entail immediate disqualification of the Car or Cars concerned.

2.26 Safety car

- 2.26.1 Safety Car Intervention, teams will be advised over the RMC if the Clerk of the Course decides to use the Safety Car to neutralise the race. The use of the Safety Car will be conducted in accordance with Article 6.13 of the Motorsport Australia CRSR, except for the following: No pitching or weaving of a Car is permitted once the lights on the Safety Car are extinguished and prior to Cars crossing the Control Line at the withdrawal of the Safety Car. Driving unnecessarily slowly under Safety Car conditions, may be subject to a Penalty by the Stewards.

2.27 Suspending and resuming a Race

- 2.27.1 Suspending and Resuming a Race will be conducted in accordance with Article 6.15 of the Motorsport Australia CRSR.

2.28 Driver cooling system

- 2.28.1 Driver Cooling Systems, in extreme heat it is recommended that a Driver cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard). Exceptionally, Driver cooling vests which are not FIA-homologated may be worn but must be in addition to and worn over the top of the mandatory homologated underwear. They must include a base garment certified and labelled to ISO 15025 or SFI 3.3 standard; and any connection to an on-board system must comply with Article 5.8.6 of the FIA 8856-2000 standard. Substances which may circulate in any cooling system worn by a Driver are restricted to water, or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function. The Driver cooling system must be constructed in a manner which is to the satisfaction of the Chief Scrutineer and has been designed to ensure the safe containment of the whole system during reasonably foreseeable loading conditions. Any other components or accessories, regardless of weight, which are mounted within the cockpit, must also be designed to ensure safe containment.

2.29 Vehicle signage

- 2.29.1 As part of entry to the event promoters reserve the right to exclude any entrant and car from the event that where the entrant does not ensure the required signage/ stickers as distributed by the event secretary are in place on the vehicle by the commencement of the event shootout. The signage/ stickers required and placement of will be available from the secretary of the event at the base of the tower from 8am on the day of the event.

SECTION 3 – BRIEFINGS, SCRUTINEERING, CHECKING

3.1 Targeted Scrutiny

- 3.1.1 Targeted Scrutiny procedures will apply at this Event as per the Motorsport Australia Return to Race procedure. The Self-Scrutiny Statement of Vehicle Compliance and Self-Scrutiny Checklist is required to be submitted via email to events@raceworkspromotions.com.au.
- 3.1.2 Vehicle Logbooks will be checked by Scrutineers to confirm which vehicles are due for audit, and if required, suitable arrangements will be made. Please note that this does not mean your car will not be subject to Scrutiny throughout the weekend. Drivers will be required to present upon request their current Motorsport licence, Motorsport Australia affiliated car club membership, and vehicle logbook.
- 3.1.3 All Driver apparel must comply with Schedule D of the 2022 Motorsport Australia Manual and is also subject to Targeted Scrutiny.

3.2 General and Refuellers/ Fire Briefing

- 3.2.1 A fire and re-fuelers briefing is a compulsory briefing for the following personnel:
 - (a) The car controller
 - (b) Refueller Operator
 - (c) Fuel Rig Emergency Cut-Off Attendant (the dead man handle operator)
 - (d) Refueller Hose Assistant
 - (e) Fire Attendant (fire extinguisher operator)
 - (f) All Pit lane crew members
- 3.2.2 The time and location of this briefing will be detailed in the further regulations or an event bulletin.

3.3 Drivers and Team Managers Briefing

- 3.3.1 A compulsory drivers and/or team managers briefing will be conducted at the event, with a time and place to be advised via the event schedule. All drivers and team managers must sign onto the briefing sign on sheet, failure to do so may incur disciplinary action at the discretion of the Stewards..

3.4 Team Managers

- 3.4.1 Teams must nominate a person who will assume the team managers role for the purpose of a team's single point of contact for any issues or updates that may arise. The nominated team manager can be a crew member but cannot be a driver, the nominated team manager must remain at the track and contactable for the entirety of the event. The manager role must be nominated to the secretary of the event along with contact details prior to 8:10am Saturday 10th September.