

4.0 VEHICLE PREPARATION RULES

4.1. Vehicle Eligibility: Entry is limited to mass-produced, four-wheeled vehicles legal for Registration in Australia at the time of their manufacture. Vehicles must be acquired for a maximum of \$1000. Vehicles must meet all safety standards. Open top or convertibles are not permitted.

4.1.1 Car valuations are not accepted; the car purchase must not have exceeded the value of \$1000 when purchased. Entrants must have a receipt to prove the purchase price and/or for sale ad. Parts such as brake pads, spoilers, new tyres, mag wheels, etc. do not count towards \$1000 limit. Prospective entrants must submit details of the car on the Baskerville 1000 Expression of Interest Form and receive approval of the organising Committee to be eligible to enter. Cars which have previously competed and been on-sold are eligible to compete as long as they are presented to the same level of specification as the previous owner – these vehicles are still subject to submission of an Expression of Interest form.

4.1.2 Car presentation; Each team is encouraged to present their car as a representation of a real race car; NASCAR, V8 Supercar, WRC, Group A, Group C, BTCC etc. Event organiser can provide suggestions if needed. Trophy for best presented car will be awarded.

4.1.3 There is no price limit on safety additions such as roll cages, harnesses and race seats, these items are encouraged.

4.1.4 Any vehicle deemed not to be in the spirit of the event – ie one presented with extensive modifications or excessive performance potential, or one presented with little effort made in preparation – ie missing, unpainted or primered panels, cracked windows etc, will not be permitted in the event.

5.0. VEHICLE REQUIREMENTS; this section outlines the minimum safety requirements and what parts of the vehicle you can and can't modify. If it does not state specifically that you can modify the part, you cannot do so.

5.1 BODYWORK

5.1.1 It is permitted to seam weld the bodyshell.

5.1.2 External decorative strips and mud flaps may be removed. Sump guards/splash guards may be removed or added.

5.1.3 Registration plates must be removed and their associated mountings and lighting components may be removed.

5.1.4 Sound deadener (bitumen and fabric types etc.) may be removed from the body shell and hung panels.

5.1.5 Sunroof; All glass sunroofs must be covered in such a way as to prevent glass shattering. Sunroofs are not permitted to be open during the event.

5.1.6 Tow Point; be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the automobile on a sealed surface with its wheels locked. Where a tow point is obscured, each tow point shall be marked with the word "TOW" of a contrasting colour marking the location of

each tow point. A tow bar and approved tow hook may be used provided no part of the tow bar protrudes beyond the rear most part of the body work.

5.1.7 Tow balls and tongues that protrude beyond the rear bumper when viewed from above must not be fitted.

5.1.8 Vehicles may compete with windows in the down position but it is strongly recommended that, where possible, a window net is fitted, Window nets should be fitted in accordance with the Motorsport Australia Manual of Motorsport – reference Schedule I Safety Harnesses and Window Nets.

5.1.9 SPOILERS It is permitted to add rear spoilers provided they are not higher than 200mm from the mounting surface. They must not also protrude passed the widest part of the body. Front splitters, spoilers, canards, etc may be added as long as they don't protrude further forward than the front bumper when viewed from above.

5.1.10 Exceptions to 5.1.9 are allowed provided the aerodynamic part was offered as standard by the manufacturer, or was/similar to a widely used race option for the car in question (example Supercar spoilers on Commodores and Falcons).

5.1.11 Side skirts and bumper extensions may be fitted as long as there is 100mm ground clearance when the vehicle is fully loaded.

5.2 WINDSCREEN, WINDOWS AND MIRRORS

5.2.1 The windscreen must be of laminated glass, and may incorporate defrosting equipment.

5.2.2 External rear view mirrors may be replaced, provided that Schedule C (refer Motorsport Australia Manual General Requirements for Cars and Drivers) is respected at all times. Both passenger and driver side mirrors must be fitted.

5.3 GENERAL

5.3.1 Holes may only be drilled for fasteners, e.g. bolts, screws, rivets etc. Holes of the minimum necessary dimension are permitted to be made for the passage of wiring and lines/hoses.

5.3.2 Unused brackets/supports attached to the chassis/bodywork can be removed, unless they are supports for mechanical/suspension components that are not permitted to be moved or removed.

5.3.3 It is permitted to modify the floor-pan in the immediate area of the driver's seat, to permit the fitment of a replacement seat. No part of the modified bodywork may extend any lower than the surrounding bodywork.

5.4 ENGINE

5.4.1 If fitted with any crankcase breather discharging to the atmosphere, each breather must be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc.

5.4.2 Exhaust systems are free and must exit passed B pillar for four door cars, and passed half way for two door cars. Exhausts must be configured such that the sound emitted when measured 30m from the track edge does not exceed 95dB(A);

5.4.3 Any mass produced inlet manifold and associated intake is free provided it is not visible externally from the vehicle.

5.4.5 Engine oil coolers are free.

5.4.6 Engine Swaps; engine swaps are allowed subject to the following;

(a) the engine was an option for the model in question; or

(b) the engine is derived from the same manufacturer, has the same number of cylinders, in the same configuration; and

(c) the engine swap uses OEM engine mounts

5.4.7 Changes to engine intake method are not permitted.

5.5 RADIATOR The radiator is free providing that the only body modification required for fitment is the drilling of holes for mounting purposes.

5.5.1 Radiator cowls/shrouds on the rear of the radiator for the purpose of sealing a fan may be removed. It is permitted to add additional shrouds or ducting.

5.5.2 Engine cooling fans are free.

5.5.3 RADIATOR OVERFLOW If fitted with any engine radiator vent discharging to the atmosphere, each vent must be vented to a catch tank of a minimum capacity of one litre.

5.5.4 Engine coolant is limited to water and non-glycol based inhibitors.

5.6 FUEL SYSTEM

5.6.1 FUEL TANK; The fuel tank is to be a standard fuel tank available for the model in question. Where a safety cell is fitted, it must comply with the specifications contained in the Motorsport Australia Manual of Motorsport – reference Schedule N and must not exceed the original manufacturer overall fuel capacity.

5.6.2 PUMPS/FILTERS Fuel pumps, fittings, fuel lines and filters are free provided they are not located inside the cabin.

5.6.3 A surge tank of maximum 2000cc capacity may be added provided it is separated from the main cabin by a sealed firewall.

5.6.4 Commercial Pump Fuel only is permitted to a maximum octane rating of 98. E85 is not permitted.

5.6 SUSPENSION

5.6.1 SPRINGS Springs are free provided that the type and location are unchanged (by type is meant: coil, torsion bar, leaf etc.). “Chopped” springs are forbidden.

5.6.2 SUSPENSION DAMPERS The make and size of suspension dampers are free. The number of dampers and pivot point locations may not be altered.

5.6.3 MACPHERSON STRUT TOP MOUNTS MacPherson strut top mounts are free providing that they utilise the standard bodyshell mounting facilities. Mounting holes may not be enlarged or radiused.

5.6.4 STRUT TOWER BRACE A brace of free design may be fitted between the towers and/or triangulated rearwards to the firewall.

5.6.5 SWAY BARS On strut type suspensions where the sway bar acts as a control arm it is permitted to change the thickness of the bar only.

5.6.6 Elastomeric bushes used at suspension pivot points may be replaced by after market elastomeric bushings.

5.6.7 Ride height; All fully sprung parts of the Automobile, with the exception of the entire exhaust system, must be at least 100mm above the ground when measured on a flat level surface with the Automobile at Racing Weight.

5.7 BRAKES

5.7.1 Brake Callipers may be replaced with larger items provided they are derived from the same manufacturer and no modification to their fitment is required.

5.7.2 Slotted, grooved or dimpled brake rotors may be fitted.

5.7.3 Drum brakes may be replaced with a disc brake setup provided it is derived from the same manufacturer and is a bolt in swap (ie Honda Civic/Honda Integra).

5.7.4 HANDBRAKE A working handbrake is strongly recommended.

5.7.5 BRAKE COOLING Protection shields/stone guards on unsprung components may be added or removed. It is permitted to fit ducting for the passage of air to the brakes provided that it remains within the perimeter of the coachwork when viewed from above and that no bodywork alterations are required.

5.7.6 ABS If a model of automobile was manufactured with an Anti-Lock Braking System as standard equipment, that system can be retained on the condition that the ABS unit and all related software remain unmodified. Alternatively the entire system can be removed.

5.8 WHEELS & TYRES

5.8.1 Tyres must have at least 1.5mm tread depth on the face of the tyre and free from any cuts in the sidewall. Tyres must be street legal. Teams must monitor tyre wear and replace any tyres showing uneven or high rates of wear.

5.8.2 Type R "street legal" racing tyres are not permitted.

5.8.3 Wheel Trims; Wheel trims and Hubcaps must be removed.

5.8.4 Mag Wheels are permitted. The Diameter must be no more than 2" above the standard wheel size. Under 2000cc cars are allowed a maximum of 8" wide wheels and Over 2000cc cars are allowed a maximum of 9" wide wheels.

5.8.5 The top of the wheel/tyre combo must not protrude out past the bodywork.

5.9 GEARBOX & DIFFERENTIAL

5.9.1 The gearbox must be an option for the vehicle in question, or the motor being used in the case of an engine swap, provided standard OEM gearbox mounts are used and no modifications are needed to fit the gearbox.

5.9.2 The Differential must be OEM but ratio is free. LSDs are permitted.

5.10 ELECTRICAL

5.10.1 **ELECTRICAL SYSTEM** The wiring and electrical connectors, switches, fuses and circuit breakers, starting, ignition and generating systems are free. A panel incorporating additional/ replacement switches and/or circuit breakers may be added. The starting, lighting and turn signalling apparatus must be in working order at the start of each competition. All globes must at least meet the original equipment specification.

5.10.2 **BATTERY** The battery and its location are free but it must be safely and securely mounted. It must be adequately covered so as to prevent short circuits and leakage, in any position.

5.10.3 Battery location must be identified by Motorsport Australia approved sticker. Battery isolation switches are not mandatory but recommended. Where fitted the isolation switch location must be identifiable via a Motorsport Australia approved blue triangle sticker.

5.10.4 **WINDSCREEN WIPERS** The windscreen wiper mechanism may not be modified with the exception of the tensioning springs and wiper blades. Wind deflectors may be added. Headlight and rear window wipers and washers may be removed. The windscreen washer bottle, pump and hoses and any mounting bracket are free. Windscreen wipers must rest in the same location as on a standard Automobile of that make and model.

5.10.5 **HEADLIGHTS** Each head light and tail light assembly may be replaced by a non-genuine item provided that the replacement assembly is legal for road use and is from a widely-distributed catalogue.

5.10.6 Headlights and glass side marker lights must be taped over. Red tape is not permitted on headlights.

5.10.7 Rear lights must be working at all times, Each car must have both working brake lights that are easily seen from the rear. All indicators must be working at all times.

5.11. COCKPIT / DRIVER'S COMPARTMENT

5.11.1 **STEERING WHEEL** The steering wheel may be replaced by one which is of at least 300mm diameter. It is permitted to add a steering wheel boss, incorporating a quick release mechanism.

5.11.2 Footrests and heat protection panels may be added to the driver's footwell.

5.11.3 **INSTRUMENTS** Instruments are free, but the original dash and gauge cluster must remain. Any holes in the dash resulting from the removal of instruments must be neatly closed by the addition of a closing panel. Where the original dash incorporates an integral console connecting to the transmission tunnel this panel must be retained. Where the console is attached to the dash via fasteners the console may be removed.

5.11.4 **CARPET AND INTERIOR TRIM** Floor carpet and associated "underfelt", roof lining and interior trim down to the lower edge of the windows, and consoles on the transmission tunnel may be removed. Original door trims may be retained or replaced with a rigid, moulded or flat panel. Where a replacement door trim is fitted, it must be a flat panel constructed from an upholstered rigid material or non-metallic rigid material. The replacement door trim must cover all openings and door skin/frame as achieved by the original trim. Door handles, opening levers and window winders may be replaced by one of free design situated in the same general location.

5.11.5 SEATS The driver's seat may be replaced with one in compliance with Schedule C (refer Motorsport Australia Manual General Requirements for Cars and Drivers). Original seat mountings not part of the bodyshell may be replaced and/or other mountings added provided that they extend no further than 50mm from the plan view of the seat and are installed in compliance with Motorsport Australia rules. All other seats are as supplied by the original manufacturer.

5.11.6 REMOVABLE REAR WINDOW SHELF The removable rear window shelf in two volume Automobiles may be removed together with its supports, or held down by additional fasteners.

5.11.7 HEATER All components solely associated with the heating, air-conditioning and ventilation system are free. Any openings created by the removal of ducting, vents and controls from the dash must be closed by the addition of panels, which may be used to mount additional instruments or controls.

5.11.8 ACCESSORIES The radio, aerial, speakers and speaker mounts may be removed. Fog/driving lights which are separate from the main lighting system may be removed as may internal cockpit lights.

5.11.9 BOOT/LUGGAGE Trim in the boot/luggage space may be removed.

5.11.10 A 1kg fire extinguisher must be fitted securely inside the cabin and within reach of the driver when in a seated position.

5.11.11 Seat Belts and Safety Harness. The original lap/sash manufacturer seat belt may be used as long as it is in serviceable condition. Safety harnesses may be used but must be in conjunction with the specifications contained in the Motorsport Australia Manual of Motorsport – reference Schedule I Safety Harnesses and Window Nets. Particular attention must be made to mounting plates and mounting angles. Entrants are reminded that installation of harnesses may not be legal for road use.

6.0 GENERAL EVENT RULES

6.1 The Event; The Baskerville 1000 is a **long distance-speed** event and not an out-and-out race. Anybody who takes this event too seriously or treats it as a race should not consider entering.

6.1.1 The Team; A team constitutes a minimum of three and maximum of six drivers with an Eligible Vehicle. Each Team must nominate a Team Leader who will be the primary liaison point between the organisers and officials of the meeting. The Team Leader will be responsible for compliance with all aspects of the supplementary regulations or directions issued by the officials of the meeting. The Team Leader is to provide mobile contact details which will be used during the course of the event.

6.1.2 Entry; When entering, teams must submit a picture of the car they intend to replicate to ensure it has not already been done and it is in keeping with the spirit of the event. Entries will be by way of Expression of Interest initially where the Organisers will determine if the proposed entry meets the spirit of the event and satisfies the \$1,000 value principle. Entrants must provide proof of purchase when requested by the organisers otherwise an entry may be rejected.

6.1.3 Cross-Entry; Cross-entry is not permitted on any single day of an event.

6.2 SCHEDULE;

The following schedule will apply on the day of the event:

- 7:00 am Gates open and pit setup can begin.
- 7:30 am Scrutineering begins
- 8:15 Officials briefing.
- 8:30 am Drivers briefing
- 9:15 am Track open for practice/warm up
- 10:00 Event commences – 6-hour duration
- Event concludes at 16:00 (approximately)

The event schedule will be tailored to suit conditions applicable to the time of year and is subject to change.

6.3 AWARDS

The trophies are awarded as follows:

- Best presented car
- Most points accumulated: 1st, 2nd, 3rd
- Lucky draw prizes – Sponsor vouchers
- Sportsman Award
- Official of the Day
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6.4 DRIVER DUTIES; Each Driver in the Team must have previously participated in a Motorsport Australia sanctioned event or practice day. There are minimum Pit stop times when stopping for fuel.

6.6.1 All drivers must evenly share driving duties with a maximum driving stint of 45 minutes. The Clerk of the Course may apply penalties where driving stint allocations are not in keeping with the spirit of the event.

6.5 DRIVING STANDARDS. All drivers must observe the directions provided by the Driving Standards officer. All participants must demonstrate compliance with standards applicable to regularity style events. Transgression of this standard may result in penalties including possible exclusion.

6.6 CODE OF DRIVING STANDARD

It is the responsibility of all drivers to drive in a manner to reduce the risk of accidents and be considerate of other competitors and their investment in their cars. The following is expected of all drivers:

- A. Drivers must remain on the circuit proper at all times. When passing other competitors you are to ensure all four wheels remain on the circuit proper whilst doing so. (ie. Using the grass or verge of the circuit is NOT acceptable)
- B. Driving down the centre of the circuit with the aim to prevent overtaking is not acceptable. There is generally one fast line around any circuit ('Race Line'). For any race driver to deviate from this line should only be to overtake another car or avoid debris on the circuit. To deviate from this line to make it difficult for other competitors to pass is 'Blocking' and is NOT acceptable.

- C. When approaching a corner, a competitor may change direction to select the side of the track they are using only once, a further change of direction, or to weave, is considered blocking and is not acceptable. It is a dangerous tactic to use and will most likely result in damage to one or more cars.
- D. When being passed by another competitor squeezing them over to the verge, so they run off the circuit proper, is NOT acceptable.
- E. When about to pass another competitor into a corner, ensure all overtaking is done before the last brake marker and before the apex of the corner, so he/she are well aware of your presence and intent to pass.
- F. Driving down the inside at the corner apex, where the only way to pass is to bounce off another competitor is NOT acceptable and **may** result in immediate exclusion from the event.
- G. When a faster car is approaching from behind, you are to keep to your standard racing line, the other car must choose the correct passing opportunity, you must NOT hinder that car. Both cars must be respectful and provide racing room.
- H. If you can't pass safely, wait for another opportunity to do so.
- I. If an incident occurs, NEVER abuse or lay hands on another competitor regardless of how aggrieved you may feel. This is totally unacceptable. Any grievances are to be lodged with the Clerk of Course in the first instance.
- J. If you happen to go off the circuit proper do NOT re-enter without first ensuring you can do so safely. Motor racing is a highly competitive and exciting sport and sometimes accidents will happen, resulting at times in damage to vehicles however, these incidents can be minimised if all competitors follow the above 10 points.
- K. When a safety car situation applies it is essential to maintain speed and position with the car in front until such time as the green flag is waived.
- L. If a safety car has been deployed and you elect to pit you must join up with the queue as soon as practicable. A start or restart will not occur until the field is formed up to the satisfaction of the Clerk of Course.

6.7 DRIVING STINT DURATION. Each driver must complete the same amount of time behind the wheel +/- 10%. The maximum permitted single stint is 45 minutes.

6.8 PIT SIGNALLING. One nominated team driver or team member, who has signed on as pit crew, may signal lap times to their team vehicle only whilst it is on pit straight. The time spent on the pit wall is strictly limited to the period the team car traverses the pit straight. The person allocated as pit signaller must be safety aware and follow directions of officials at all times. Pit signals are not permitted for the "Current Lap" at any time.

6.9 IN-CAR TIMING SYSTEMS. In-car timing systems either visible to or capable of communicating times to drivers are strictly prohibited and if detected will result in immediate exclusion from the event.

6.10 BREAK-DOWN; If a competitor's car suffers a breakage or 'off' and cannot make it back to the pit area, a safety car will be deployed whilst the stranded car is recovered. Competitors are not to exit

their vehicle whilst waiting to be recovered. All competitors must slow down immediately and form up behind safety car in their track order – there is to be no overtaking under safety car conditions.

6.11 PIT STOPS; When coming into the Pits maximum speed is 10kph unless otherwise signed. Any regular mechanical work may be done during a pit stop except when refuelling is occurring.

6.12 DRIVER CHANGES; Driver changes can be undertaken in the refuelling area only once refuelling has been completed, in the pits or in the Pit Lane. Only one assistant is permitted in the Pit Lane to assist with driver changes.

6.13 MECHANICAL WORK; There is no maximum number crew members permitted to attend to a vehicle during Pit Stops. If repairs or adjustments are required underneath the car, jack stands must be in place after the vehicle is raised. Jacking (lifting) equipment is limited to (1) only manually operated hydraulic trolley jack. The removal and replacement of wheels must be done with either a manual wheel brace or a pneumatic air operated tool or an approved battery operated tool. All mechanical work is to be performed in the Team's allocated pit area and NOT in the pit lane.

6.14 REFUELLING;

6.14.1 Each competing vehicle must make at least two fuel stops during the course of the event (excluding any breaks as determined by the Clerk of Course). Penalties up to exclusion will be applied for any team that does not complete the minimum two stops.

6.14.2 A vehicle proposing to make a fuel stop shall report to the fuel stop official at the base of the Tower. The official shall record the vehicle's proposed fuel stop and issue a notice to be attached to the windscreen noting the car number and the earliest time that the vehicle may enter pit lane to resume competition.

6.14.3 It is strongly recommended that all refuelling personnel are attired in flameproof clothing, including gloves and balaclavas and any resultant exposed areas (e.g. eyes) be covered to reduce the risk of injury from flash fire burns (e.g. goggles/glasses). The wearing of a full-face helmet can be used to fulfil the requirements of refuelling attire.

6.14.4 All refuelling of the vehicle must be carried out in the area designated as a refuel zone. All refuelling stops will have a minimum refuelling time of 7 minutes during which it is recommended a driver change occur.

6.14.5 Refuelling may only commence once the driver exits the vehicle and assumes the role of the refueller or refuelling attendant. A Tasmanian Motorsport Safety Inc Fire/Rescue crew and vehicle will be allocated in the refuelling area to monitor all refuelling stops and to assist in the event of a fire.

6.14.6 The vehicle must be stationary at all times during refuelling and ignition turned off before refuelling starts. A fuel blanket is to be placed over closest wheel to the fuel filler cap.

6.14.7 Decanting of fuel must be by splash-less means – transfer of fuel via pouring into funnels is prohibited.

6.14.8 No servicing of the car may take place in the refuelling area.

6.14.9 All people involved in refuelling must strictly follow the directions of officials at all times.

6.14.10 Once refuelling is completed the number of people that can work on the car is free provided any such work is performed in the general pit area.

6.14.11 Penalties. Penalties will be applied by the Clerk of Course for refusal to turn off ignition or refusal to follow the direction of a Refuelling Official. Maximum penalty 30 minute stop/go penalty.

6.14.12 All fuel churns / drums stored in the refuelling area must be identified with a team number and must at all times have filler tops/caps securely fastened.

6.15 MAXIMUM AND MINIMUM LAP TIMES / SPEEDS

6.15.1 Maximum speed in the pit area is 10 km/h.

6.15.2 The minimum lap speed is 70 seconds. Any car achieving lower than 70 seconds will be deemed as breaching the rules and a penalty, up to exclusion, will be applied. The maximum lap time (slowest permissible nominated time) will be determined by the Clerk of the Course based upon other nominated times and will be approximately 130% of the minimum time. All teams must be capable of achieving the maximum time.

6.15.3 Each team is required to nominate a target lap time prior to the commencement of the event. Such lap time is to be nominated in whole seconds. Each driver must achieve the target lap time within one second plus or minus to score points. In the event of changing weather conditions teams will be requested to nominate wet and dry times.

6.16 ALCOHOL, DRUGS AND OTHER SUBSTANCES

6.16.1 Any holder of a Motorsport Australia 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ie) for a breach in accordance with the Motorsport Australia Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy as published on the Motorsport Australia website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a Motorsport Australia 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Standard Operating Procedure for Breath Alcohol Testing.

6.17 TEAM MANAGERS

6.17.1 The Team Manager is responsible for the management of their nominated team up to and during the event. He/she will be required to nominate (on the entry forms) driver names, club membership and licence details – all of which must be current. The Team Manager must ensure the vehicle and all competing drivers comply fully with the Baskerville 1000 rules. He/she is responsible for ensuring all of the team (including any service crew) behave in a responsible manner at all times, in keeping with the Supplementary Regulations and the Spirit of the Event. The Team Manager will decide the order in which team members will enter the track. The Team Manager is responsible for supplying one person capable of performing official duties during the day as directed by the Clerk of Course or Assistant Clerk of Course.

6.18 VEHICLE IDENTIFICATION MARKS

6.18.1 Each Team must nominate a preferred number and second choice on the entry form. Car numbers will comply with Schedule K of the Motorsport Australia Manual of Motorsport and will be at least 280mm high for side numbers. Numbers will be self-adhesive and must be displayed on both sides of the vehicle so as to be identifiable by timing and flag marshals. Windscreen stickers are also required and are to be in accordance with Schedule K of the Motorsport Australia manual.

6.18.2 All vehicles must carry driver identification markings on the passenger side rear window in the form of first initial and surname for each driver. Teams will be issued with a marker which must be placed alongside the relevant driver identification each time a driver change occurs. This is an aid to commentators and the officials of the meeting.

6.18.3 All entrants are required to affix provided sponsor decals to vehicles in accordance with directions provided by the organisers and be displayed for the duration of the event.

6.19 FLAGS

6.19.1 All competitors are required to be fully conversant with the meaning of various flags that will be used. Note: Competitors are reminded that no overtaking is permitted in the zone where a yellow flag is displayed. Overtaking may only re-commence after display of a green flag at the next flag point. All flag signals must be obeyed. Failure to comply may result in penalties as determined by the Clerk of Course and may also result in referral to the event Stewards for further determination.

6.20 SAFETY CAR

6.20.1 All drivers are to follow the Safety Car when deployed and maintain track position. Overtaking is strictly forbidden during Safety Car periods. When the Clerk of Course determines that competition can restart the flashing lights will be turned off the Safety Car at which point the first car in the queue will maintain speed until such time as the green flag is displayed. All cars may accelerate to competition speed once the green flag is waived. All flag points will display the green flag simultaneously meaning overtaking can recommence at any point around the circuit.

The Safety Car will be used to start the event, during a vehicle recovery, during the changeover between declared wet and dry track conditions or after a Red Flag incident.

6.20.2 During deployment of the Safety Car all drivers must form up such that there is an equal distance between cars not exceeding 4 car lengths. Any car resuming the circuit during a safety car period must form up to the back of the queue as soon as practicable. Any car that does not form up as required may be subject to penalty.

6.21 SCORING

6.21.1 Except in the case of Force Majeure, scoring will be occurring for the 6 hour duration of the event or as otherwise determined by the Clerk of the Course.

Team leaders are required to nominate “Dry” and “Wet” track condition times prior to the commencement of the event. The Clerk of Course will determine which track condition applies. Track conditions may alter during the course of the event and the appropriate track condition will be automatically applied.

6.21.2 Scoring is points based with each Team awarded 5 points if they are within one second + or – of their nominated lap time.

6.21.3 Penalty points may be applied for driving infringements or as otherwise determined by the Clerk of Course.

6.21.4 The Event winner is the Team that has accrued the highest number of points over the 6 hour period of the event.

6.21.5 In the event of a points tie the winner will be determined by the most number of laps completed.

6.22 GENERAL REQUIREMENTS

6.22.1 Smoking is forbidden in refuelling area, pit lane and the paddock area.

6.22.2 Pets and domestic animals are not permitted in any part of the venue.

6.22.3 Entrants must comply with the Motorsport Australia social media policy for the duration of the event. Details of the social media policy can be found at www.motorsport.org.au