

PETER HALL MEMORIAL - 6 HOUR REGULARITY RELAY
MALLALA MOTOR SPORT PARK – 4th MAY 2025
Supplementary Regulations

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If you are unwell do not attend this event.

ADMINISTRATION

1. NAME

The Event shall be known as the Peter Hall Memorial – 6 Hour Regularity Relay.

2. AUTHORITY

The event will be held under the FIA International Sporting Code including Appendices and the National Competition Rules of Motorsport Australia, the Regularity Trial Standing Regulations, Motorsport Australia Passenger Ride Activity Policy, the Supplementary Regulations and any Further Regulations issued by the Organiser. The Event will be conducted under and in accordance with Motorsport Australia OH&S, Safety 1st, Integrity and Legal, and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsport.org.au.

The Event will be conducted under Motorsport Australia Permit Number: **525/0405/01**

3. PROMOTERS

The Event will be promoted by the Marque Sports Car Association Inc.,
Event Secretary, Sue Stephenson, Ph: 0408 858 046.
The Organising Committee shall comprise:

Adrian Flynn, Rick Staehr, Sue Stephenson, Michelle Edwards
P.O. Box 338, DAW PARK. 5041.

4. DATE & VENUE

The Event shall be a **Club Regularity Relay Event** open to any financial members of Motorsport Australia affiliated Car Clubs and conducted at Mallala Motor Sport Park on Sunday 4th May 2025 with practice on Sunday 4th May 2025 at 9.00am. The Event will start at 11.00 am sharp. The circuit is 2.6km long and the direction of competition is clockwise. **Front gate will open at 8:00am.**

4a. **INSURANCE**

Certain public, property, professional indemnity, and personal accident insurance 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.

4b. **PROTESTS**

Protests must be lodged in accordance with NCR and must be accompanied by the appropriate fee.

Other Key Dates:

Entries Open: Publication of Supplementary Regulations (refer Clause 11 for details)
Entries are \$220.00 per car/Driver combination, INCLUDING a garage (MUST book – send email to comp@mscasa.com)
Entries close: Tuesday 22nd April 2025 (Refer Clause 11 for details)
Information Night: Tuesday 22nd April 2025 (Refer Clause 9 for details)

5. **OFFICIALS**

Event Secretary	Sue Stephenson – Licence No: 9236828
Clerk of Course	Adrian Flynn – Licence No: 889023
Deputy Clerk of Course	Rick Staehr – Licence No: 1146313
Assistant Clerk of Course	Michelle Edwards – Licence No: 1121683
Chief Timekeeper	Sue Stephenson – Licence No: 9236828
Chief Scrutineer	Eileen Andrews – Licence No: 1052064
Form Up/Pit Exit	Barry Kitts
Chief Flag Marshall	SAMROA

6. **STEWARDS**

Norm Goodall – Licence No: 9880689

7. **JUDGES OF FACT**

Judge of Noise	Clerk of Course & Deputy & Assistant Clerk of Courses
Judge of Finish	Chief Timekeeper
Judge of Driving Standards	Clerk of Course & Deputy & Assistant Clerk of Courses

NATURE OF EVENTS AND AWARDS

8. **THE EVENT**

The Event will be conducted based on competition between Teams of Cars, the Event being aimed at Club level motor sport. The Event shall be run with Drivers from each of the teams completing timed laps against the clock to a maximum of 30% per Driver, of the total number of the teams' nominated laps. Each Driver must perform a minimum of 10% of the teams' nominated laps unless physically incapable and reported to the Clerk of Course. The number of laps completed by the individual Driver in any session (up to a maximum) is at the discretion of the Team Manager. (Refer to Clause 38 – Penalties if Drivers exceed or fail to drive correct nominated laps)

At the conclusion of their session, cars and drivers must signal their intention to leave the track by the raising of an arm to be clearly visible to other Competitors and to the Timing Tower. They will enter pit lane via the track exit road and proceed to the **sash changeover area** where the next car

(One from each team) will be waiting to affect the changeover. Once the sash changeover has been completed to the satisfaction of the Gate Marshall, they will be permitted to proceed onto the track to continue.

The objective being for the Team to carry the sash over a number of laps of the circuit as near as possible to the number ALLOCATED prior to the commencement of the Event and for each Driver to complete each of his/her laps as near as possible to his/her nominated lap time to produce bonus laps.

The Event shall be run as a Regularity Run, so that at the outset, each Team will have as near as possible an equal opportunity to win this Event. Team Managers may change their competitor's nominated times on the official form in writing no later than 10:00am on Sunday 4th May 2025 to the Event Secretary. The winning team will be the team that finishes with the best percentage of achieved laps at the conclusion of the Event.

Any team deemed not to be competing in the spirit of the event may be excluded from the results.

The method of calculating this factor is detailed in Clause 37.

The Organiser reserves the right to abandon, postpone or stop the Event in accordance with the NCR or if the number of entries received by the closing date is, in their opinion is insufficient. The Event may be altered or abandoned if any part of the course is rendered impassable.

9. INFORMATION NIGHT

All Team Managers or their delegate MUST attend an information night unless otherwise arranged on Tuesday 22nd April 2025 at 7:30pm at the M.G. Car Club rooms, 93 Chief Street, Brompton (parking available at rear of Club rooms). Team members are encouraged to attend. Officials and Organisers will be on hand to answer questions about Eligibility, Scrutineering, Penalties, Use of Flags, and any other aspects of the Event. The Team Manager's Kit is to be collected from scrutineering office on Sunday 4th May 2025 with a \$50.00 deposit being put on the vests – this will be given back when the Manager's Kit & vest are returned to the Event Secretary at the trophy presentation on Sunday 4th May 2025.

Team Managers kit will include team sign-in sheet for driver's briefing, to be handed in at Driver's Briefing by team manager, team managers vest, arms bands for drivers, numbers for cars & nominated times form which needs to be signed and returned to Timing Tower by 10:00am. Team Helpers need to sign on in the scrutineer's office for insurance purposes on Sunday 4th May 2025 at 8.00am and arm bands to be issued.

10. AWARDS & PRESENTATION

Prizes will be awarded to the winning Teams and Drivers in the categories detailed below. These will be presented at approx. 6:00pm. Dinner will be organised through the Lions Club of Mallala at a cost of \$30.00 per head for soup and BBQ dinner. BOOKINGS are ESSENTIAL on entry form.

1st Place – 2nd Place – 3rd Place

The Team with the highest percentage of achieved laps will be 1st, next highest 2nd, etc.

Best Presented Team

This will be judged by members of the Organising Committee based on car condition, neatness of Team, pit attire and deportment of all Team personnel.

Each of the Team Drivers and Team Manager of the winning Team will be awarded a trophy (7 per team).

NOTE: Each Team will be eligible for only one Award, except for the Best Presented Team Award.

Trophies will also be awarded:

Most Impressive Hard Luck Story Award

ENTRY DETAILS AND COMPOSITION OF TEAMS

11. ENTRIES

Entries will be limited to 30 teams, minimum of four (4) maximum of six (6) Drivers per team. Entries open on publication of these Supplementary Regulations and will be accepted via the Motorsport Australia Event Entry online entry system with entries closing on Tuesday 22nd April 2025. Please ensure the checklist with a copy of your current club membership card and The Mallala Indemnity are emailed to comp@mscasa.com when you are completing your entry form online.

Each **Team Driver** must complete the Official Entry Form through the Motorsport Australia portal accompanied with full payment.

Incomplete forms may not be accepted.

Team Managers must please fill out **Form B** and lodge to Event Secretary at comp@mscasa.com, ensuring that all names and addresses are legible, including those of any Parents or Guardians and Nominated Officials Names. Please ensure numbers for dinners is also put onto the Form B.

Form B are available at mscasa.com

Individuals unable to form a Team can submit their entry via Motorsport Australia Event Entry and email the Event Secretary who will endeavour to arrange a composite team.

Nominated Times must be in whole seconds.

Direct credit transfer of funds to the MSCA account as follows:

BSB: 085-005

ACC NUMBER: 98 384 8140 (account number changed since last year)

Entries will be accepted in order of receipt and the Team's Marshalling area in form up and along pit lane will also be based on order of receipt or team managers Form B.

The Event Secretary and the Organising Committee reserve the right to refuse to accept any entry without assigning a reason in accordance with the NCR.

**PHONE ENTRIES WILL NOT BE ACCEPTED,
NOR WILL ENTRIES BE ACCEPTED ON THE DAY OF THE EVENT.**

The maximum number of entries will be limited to 180 entries. If over subscribed, to effectively operate the event, the acceptance of entries shall be at the sole discretion of the Event Secretary and the Organising Committee.

12. FEES

The entry fee is \$220.00 per car/driver combination provided the entry is received by Tuesday 22nd April 2025. The entry fee INCLUDES a garage, you MUST email comp@mscasa.com to book the garage.

The entry fee does not include private practice which is available on Saturday 3rd May 2025.

Open Track Days - <https://mallala.rezdy.com/397115/open-track-days>

13. COMPOSITION OF TEAMS

Each Team will consist of a minimum of 3 cars and 4 drivers to a maximum of 6 cars and 6 drivers. Competition will only be permitted to car/driver combinations nominated on the entry form unless otherwise approved in writing by the Clerk of the Course. A breach of this requirement may lead to exclusion of the team. Each team will appoint a Team Manager, who may also be a driver who will wear the identifying vest and will receive all correspondence regarding the Event.

13a TEAM MANAGERS

The Team Managers will be responsible for the management of their nominated team leading up to and during the Event. They will be required to nominate (on the appropriate separate form) drivers names & lap times and the name of any team crew members. They will be responsible to present team driver's sign in sheet and drivers to the Driver's Briefing and team crew need to sign on in scrutineering office for wristbands for insurance purposes on Sunday 4th May 2025. Drivers will be issued with wristbands via their team manager on the day. **Allocated numbers** will be supplied in the Managers Kit bag and must be attached to the vehicle in the appropriate place. (Left hand side of car) Team Managers are 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. They will decide in which order the team members will enter the track, and ensure that the next driver out, is in their car in Form-up ready to compete, well in advance of their due time out. They are also responsible for supplying one person capable of performing Official duties during the day as directed by the Clerk of the Course or Deputy Clerk of the Course.

VEHICLE AND DRIVER CRITERIA

14. ELIGIBILITY OF CARS

Entries are open to financial Motorsport Australia members from the following categories of vehicles:

Marque Sport Cars
Street
Sports Cars
No Open Wheel Cars

Other categories at the discretion of the Event Secretary and the Organising Committee

14a.

All competing vehicles must be prepared and equipped in conformity with the relevant provisions of the Self-scrutiny checklist & Self-scrutiny statement of vehicles compliance. All vehicles should be clean and free of body damage. Motorsport Australia Speed Licence must be current, Motorsport Australia affiliated Car Club Membership Card must be emailed to Event Secretary with Checklist and track waiver before the event. Helmets and drivers clothing must be available for checking by the Scrutineers on the day.

14b. FUEL

Fuel will be available at the track and fuel is restricted to "Commercial Fuel" which must comply with Schedule G of the Motorsport Australia Manual. Premium 98, E85 and ELF 102 available on site. Leaded racing fuel is not permitted.

14c. REPLENISHMENT OF VEHICLES

All refuelling, replenishment and repairs on vehicles must be carried out in the Paddock Area only, when refuelling you must have a fire extinguisher on hand.

15. VEHICLE IDENTIFICATION MARKS

Each Team will be supplied with one set of the allocated number for each car by the MSCA and will comply with Schedule K of the Motorsport Australia Manual and will be at least 280mm high. Numbers will be self adhesive and must be displayed on the left-hand side of the vehicle so as to be visible by Timing and Flag Marshalls. DORIANS are COMPULSORY.

16. FLAGS

All Competitors are required to be familiar with the meaning of the various flags that will be used.

The flags that will be used in the Event will be:

- GREEN: Start flag or resume competing if seen during the Event
- BLUE: Waved – a faster car is about to overtake
- YELLOW: Motionless – reduce speed, do not overtake, prepare to change direction – hazard beside or partly on track
Waved – reduce speed, do not overtake, prepare to change direction – hazard wholly or partially blocking track.
- RED: Slow right down to walking pace, abort lap and return to pit lane.
- BLACK FLAG WITH AN ARROW SIGN AT START/FINISH WITH NUMBER:
Return to pits immediately via return road and report to Pit Lane Officials.
- CHEQUERED FLAG
Finishing Flag

All flag signals must be obeyed.

**Failure to comply may incur lap penalties and the Driver may also be charged with an offence.
The charge will be heard by the Stewards.**

17. TYRES

Competitors are reminded that this is an endurance Event and tyre condition should be appropriate. In the event of wet conditions, the Clerk of the Course may exercise his discretion to permit only cars equipped with wet weather tyres to enter the track. Tyres are subject to scrutineer's approval, spiked or studded tyres are prohibited.

18. NOISE

All vehicles must be fitted with an effective muffler in such a manner as to reduce the noise level in accordance with Schedule B of the Motorsport Australia Manual. Competitors are advised that a vehicle noise level limit is in force of 95 dB (A). A sound level meter may be used and vehicles which measure in excess of 95dB (A) at a 30m drive past, may be shown the in arrow and not permitted to compete in the event until the problem has been rectified.

19. SCRUTINY

Competing cars shall comply by Technical Appendix Schedule A & B of the Motorsport Australia Manual; irrespective of whether you have a logbook notwithstanding these requirements; cars registered for unrestricted road use shall not, when competing in a Multi-car speed events, be required to comply with the provisions of sub-sections c, e, f, h, k, n and o of Schedule B of the Motorsport Australia Manual. Targeting scrutineering will take place by the Scrutineers throughout the day on Sunday 4th May 2025. Drivers must ensure they have completed their correct vehicle details through Motorsport Australia event system which will allow the Scrutineers to do targeting scrutineering throughout the day. Cars will be Scrutineered in the paddock area throughout the day. Helmet and clothing will be checked by the scrutineer when the car is scrutineered. Cars considered unsafe or unsuitable to continue may be excluded from further competition.

19a.

Road registered vehicles need no special preparation other than:

- An approved fire extinguisher
 - If fitted with an opening front panel, e.g. bonnet utilise two separate fastening systems (Standard Cars after 1973 are OK) (Schedule B – reg ‘a’)
 - Be fitted with a return mechanism which in the event of any throttle linkage or throttle system failure will close each throttle.
 - Display a BLUE triangle of sides 150mm indicating the location of the battery
 - All forward facing glass lamps must be completely covered with clear adhesive tape, Eg Contact
 - Also See Motorsport Australia
 - National Speed Championship Classes Technical Regulations for Roads Cars.
- * Safety cage Structures are compulsory for all open vehicles and highly recommended for all other vehicles.

ALL drivers MUST wear a Motorsport Australia approved helmet whenever on the circuit (Schedule D) seat belt or harness, goggles/visor (where applicable). Drivers must wear flame resistant clothing from throat to wrist to ankle and include suitable non flammable footwear whenever on the Circuit. All safety equipment must conform to Schedule D. Working brake lights are COMPULSORY

Should any Competitors car leave the Mallala Motor Sport Park front gates after being scrutineered they will be required to be re-scrutineered before being allowed back on the circuit.

20. ELIGIBILITY OF DRIVERS

Drivers must be a current financial member of the MSCA or Motorsport Australia affiliated Club and possess a current Motorsport Australia Speed Licence as a minimum requirement. Competitors requiring Motorsport Australia Speed Licences are advised to contact Motorsport Australia, the MSCA Event Secretary or their Club who is authorised to issue these licences prior to the Event. All Drivers must drive within the spirit of the event and no overdriving will be allowed. (Refer Clause 38 – Penalties)

21. PHYSICALLY HANDICAPPED DRIVERS

The Team Manager is required to advise the Clerk of the Course at any time on Sunday 4th May 2025 when a Driver with a pre-existing physical impairment is on the circuit. This is to be communicated by the Team Manager reporting to the Event Secretary prior to that person's entry to the track and requesting communication with the Clerk of the Course who will inform all relevant officials and Ambulance personnel.

THE REGULARITY RELAY SUNDAY 4th MAY 2025

22. PRACTICE 9.00am – 10.00am

Only one car from each Team may practice at any one time, and this car must carry the sash whilst on the circuit. Team cars may, however, change over as often as desired. Sash changes and team skills practice is encouraged during this practice session. Only one car from each Team is permitted in the marshalling area position at any one time. Practice is not compulsory.

No practice will be permitted after the conclusion of the session at 10:00am on Sunday 4th May 2025. It is the team managers responsibility to organise the practice of his/her team Drivers during this time. **The organisers will not be supplying practice times. This is the team manager's responsibility.**

23. SAFETY CAR FAMILIARISATION

During the practice session, the Safety Car may be brought onto the track on several different occasions to enable Driver and crews to become familiar with this concept.

24. DRIVERS' BRIEFINGS

A briefing for Team Managers and Drivers will be held in front of the Scrutineering Bay at 10.15am SHARP on Sunday 4th May 2025. All Team Managers and Drivers are required to attend, it is the team managers responsibility to ensure all drivers attend and have signed the team attendance roll, which is located in the team manager's bag. Attendance is **COMPULSORY**.

Non-attendance may lead to exclusion from the Event. Any instructions issued by the Clerk of the Course or his nominated Deputy at the Drivers' briefing or at any other stage of the Event shall have the same authority as these Supplementary Regulations and any other Further Regulations.

25. START AND FINISH

The Regularity Relay will commence at 11:00am SHARP and conclude at 5:00pm. Any team not having a car in the marshalling area at the commencement of the session will be required to start from Pit Lane (at the Pit Marshalls discretion) when safe to do so.

26. START OF EVENT AND GRID POSITIONS

The Event will commence with a green flag from a standing grid start with engines running after ¾ warm up lap, which will be from the pit exit to the Start/Finish line during which **PASSING IS PROHIBITED**. Cars will be gridded in pairs commencing with the lowest team number (eg team 1) to the highest team number as determined prior to the event by the Organisers. Vehicles are started in accordance with the Regularity Trial Standing Regulations. The starter will be situated in the starter's podium on Drivers left.

Starting Drivers from each team must be in their cars, with their sash in the Marshalling area ready to start 15 minutes prior to the scheduled start time. Any starting cars not assembled in the Marshalling area at the allotted time may start from the Marshalling area after the remainder of the field has passed after the start of the Event.

27. TIME LIMIT

No Driver shall complete an aggregate of more than 30% of the teams total **NOMINATED** laps (refer Clause 38 – Penalties) unless expressly permitted by the Clerk of the Course. Timing shall be affected by the Time Keeper situated on the left side of the start/finish line in "Race Control". The start/finish line shall be the control line for timing purposes. Each lap will be measured by electronic equipment and/or hand-operated stop watches.

DORIANS ARE COMPULSARY FOR ALL CARS.

Hiring of Dorian timers, \$50.00 when entering your entry through Motorsport Australia. It is your responsibility to return them to the Event Secretary once the event has finished. **Bookings are essential and must be done when submitting your entry form.**

The Timekeeper is Judge of Fact for start and finish. The Driver change-over lap will not be considered a lap for the purpose of scoring.

28. SASH

The Team sash identifies the competing car of the Team and must be carried whenever the car is on the circuit. One lap is counted each time the sash is carried across the Start/Finish line. The sash is a “Velcro” fastened arm-band, attached to the Driver’s right arm above the elbow on the outside of any clothing and visible to the appropriate Track Officials.

The sash will be supplied in the Team Managers kit on Sunday.

29. SASH CHANGE PROCEDURE

From the start of the event each Team may only have one car stationed in the Marshalling area, ready to take over. To affect a sash change, the competing car will retire from the circuit by entering the track exit road. The driver of the retiring car must signify his intention to enter pit lane by raising his hand above head height to be visible by other drivers and Officials.

The retiring car will proceed down the right hand side of pit lane at a speed of **40 km/h max.** as indicated by signs (failure to do so may incur a 1 lap penalty), turn left into the **Sash Change-Over Area** as indicated by signs and the relevant pit Marshall and stop as close to the front of the lane (chute) as possible preparing to hand over the sash. The sash change team member will then remove the sash from the driver and hand it to the next driver in the Marshalling area. The sash is then affixed to the waiting driver after which the vehicle will proceed to the exit of the **Form-Up Area** where a Marshall will control safe entry to the track. It is the responsibility of the team to ensure that the team sash is visible, and that the driver is properly attired. If the sash is not visible or the driver not correctly attired, the Marshall will refuse them entry to the track. When directed by the Marshall, the car will immediately proceed safely onto the circuit.

30. OVERTAKING OTHER VEHICLES DURING THE EVENT

Overtaking of other vehicles during the Event must be carried out in a safe manner and preferably while travelling in a straight line. Dicing with other competing vehicles while cornering is **definitely forbidden** and may incur a lap penalty if reported to the Clerk of the Course by Flag Marshalls, Race Officials, or other Judges of Fact. Slower cars are expected to allow faster cars to pass with minimum obstruction by signalling the preferred passing side with hand signals as outlined in the Drivers Briefing. Lap penalties may be applied.

31. DISABLEMENT OF CARS ON THE CIRCUIT

In the event of a car breaking down on the circuit, the driver must make every reasonable effort to ensure that the car is not left in such a position as to constitute a danger to other competing cars. If in the opinion of the Clerk of the Course, the driver has not carried out this duty, then the Clerk of the Course may at his discretion impound the sash until such time as the vehicle is moved by the recovery vehicle team. The driver’s obligation under this regulation must be discharged before the driver signifies his retirement by the raising of the arm wearing the sash, to be visible to a nearby manned flag point or the Timing Officials. The Official will then notify the Clerk of the Course via the radio network and a replacement sash will then be issued to the sash official.

The sash official will hand it to the relevant Team Member in the Marshalling area. The team member will then affix it to the waiting driver in the **Form-up area** and the car can then proceed to the exit of the **Form-up Area**. If the car becomes immobilised on pit entry road, the driver must make an effort to move the car so that pit lane is not blocked. If this is done, the driver may proceed directly to the sash change point and hand the sash over to the sash official. In all other cases the retirement must be reported to a nearby flag point as described previously.

In the event of mechanical failure, a driver may nominate to drive another car from the same team, at the discretion of the Clerk of the Course and notification of the Timing Tower. The number and Dorian carried by his substitute car must be changed to that of the disabled car for the duration of the drive session while that driver is in control. The nominated lap times will be those of the driver and will not change.

32. EXIT FROM THE CIRCUIT

Competitors exiting from the circuit during practice, or the event must exit via the track exit road. Should any Competitors car leave the Mallala Motor Sport Park via the front gates after being scrutineered they will be required to be re-scrutineered before being allowed back on the circuit.

32a. TRACK SAFETY

Any competing vehicle which gets all four wheels off the circuit must rejoin the circuit as close to the point of exit as is compatible with safety and must not rejoin the circuit unless or until it is safe to do so.

Lap penalties may apply. (refer Clause 38 – Penalties)

33. FORM UP AREA

- a. No team may have more than one car in its allocated position in the Form Up area at any one time. There is to be no working on vehicles whilst in the form-up area. Drivers of vehicles in the Form-up area must remain nearby to their vehicle.
Contravention of this requirement may incur a one lap penalty for each infringement.
- b. Only officially entered car/driver combinations and Team Manager or his/her assigned assistant will be permitted in the Form-up area. (Arm band required)
- c. Only one representative from each team is permitted to stand in the Form-up area. (Arm Band required)
- d. Up to two representatives from each team are permitted to stand at the signal wall. These areas will be number as per team number.

Children under the age of 16 years are not permitted entry to the Marshalling area, Pit Lane and form up grid during the running of the Event unless a driver.

34. BLACK FLAG WITH AN IN ARROW SIGN WITH NUMBER

The black flag and a board with an “IN” arrow and the car number will be shown at Start/Finish line if there is a need to bring a car into the pits for any reason. The driver must obey this sign immediately unless it is considered unsafe to do so on that lap. However, the driver must slow down and get off the competition line. Failure by a driver to comply with the flags referred to in this section may result in the driver being immediately excluded from the event and further team penalties may be applied as determined by the Stewards of the Event.

35. ASSISTANCE IN STARTING VEHICLE

Assistance in starting a car whilst on the circuit can only be obtained from the Officials if they are willing and able to do so without prejudice to their duties. On no account may other persons assist in starting, except in the pits, without the permission of the Clerk of the Course. Booster batteries may be used in the marshalling area provided they do not impede the access of other Competitors.

36. SAFETY CAR

- a. The safety car will be brought into operation to neutralise the event at the sole decision of the Clerk of the Course.
- b. The car will be marked 'SAFETY CAR' and will have a FLASHING light on its roof. The light will either be turned on or off as detailed below.
- c. When the order is given by the Clerk of the Course, the Safety Car with lights flashing will join the track from turn 8 (clubhouse) all points will display waved yellow flags and a sign with the letters S.C. which will be maintained until the Safety Car's intervention is over. Competing cars will line up behind the Safety Car maintaining that speed.
NO overtaking is permitted unless signalled to do so by the Safety Car observer.
Any car notified as overtaking under a safety car yellow flag, will be issued a Black Flag after the Safety Car has withdrawn and will need to complete a forced sash change. Competing cars which fail to close up and join the line behind the Safety Car may be shown the IN ARROW sign and held in Pit Lane until the last car in the line behind the Safety Car has passed Pit Exit.
- d. Whilst the Safety Car is in operation competing cars may undertake a sash change. However, the entry onto the track will close each lap as the Safety Car approaches the Pit Exit and re-open after the field has passed and at the discretion of the Gate Marshall who is positioned at Pit Exit.
- e. When the Clerk of the Course decides to call in the Safety Car, the Safety Car will leave the circuit with its light extinguished at Turn 6. The lead Driver is required to maintain the same speed after the safety car has withdrawn. As the cars approach the Start/Finish line, a green flag will be waved and at the same time a full course green will be shown.
Overtaking remains strictly forbidden, until the cars pass the start line.
The green flag will be withdrawn after one lap.
- f. Each lap driven whilst the Safety Car is in operation will be included in the scoring as a lap but not included in the regularity factor. In order to familiarise Officials and drivers with the operation of the Safety Car it may be introduced onto the circuit at any time during practice, at the discretion of the Clerk of the Course.

THE SCORING SYSTEM

37. SCORING

The Scoring System is designed so that the team with the highest percentage achieved laps wins the Event. The following is an explanation on how this final percentage is arrived at and a description of the variables that make up the calculation.

Goal Laps

Each team comprises a minimum of 4 Competitors, each Competitor nominates a lap time they believe they can maintain while on the track. Those nominated lap times (in whole seconds) are averaged and divided into 6 hours giving a theoretical maximum number of laps that could be achieved, this is known as the "Team Nominated Laps" which is then doubled to take into account "Bonus Laps" to arrive at the "Goal Laps" for the team.

Example:

4 Drivers	Driver #1 nominates 1:28.00	88 seconds
	Driver #2 nominates 1:33.00	93 seconds
	Driver #3 nominates 1:35.00	95 seconds
	Driver #4 nominates 1:44.00	104 seconds
		380 divided by 4 = 95
		: 21600 (6 hours) divided by 95
		= 227.3 x 2 = 455 Goal Laps

Bonus Laps

A Bonus Lap is rewarded for maintaining regularity and is awarded when the Driver completes a lap within + 0.99 seconds of their nominated lap time. It is shown on the printout as e.g. 1:28.48+.

Penalty Laps

A Penalty Lap occurs when the Driver completes a lap under their nominated lap time. It is shown on the printout as e.g. 1:27.66- known as “breaking out”.

Lost Laps

A Lost Lap occurs when a Driver leaves the track, i.e. at a changeover; the software automatically recognises a period in excess of 3 minutes and generates a Lost Lap. It is shown on the printout as *****.

Achieved Laps

Achieved Laps are the Drivers actual laps completed, varied either up or down by the software, by the addition of Bonus Laps or subtraction of Penalty Laps and Lost Laps.

Percentage Factor

Percentage Factor is achieved laps divided by goal laps x 100.

Example: 278 divided by 455 x 100 = 61.0989%

Highest Percentage Laps Achieved

The winning team has the highest percentage laps achieved.

In the event of tied placings, the team with the most bonus laps wins.

The Lowest Lap time acceptable for this event will be 1 min. 19 sec. and the Greatest Lap time will be 1 min. 45 sec. If during the event any cars lap time is lower than 1 min. 17 sec., that car will be immediately withdrawn from the track and may be excluded from further competition.

38. PENALTIES

- Failure to negotiate pit lane and sash change over area correctly may incur 1 lap penalty.
- Dicing with other competing vehicles while cornering may incur 1 lap penalty.
- Failure to allow faster cars to pass with minimal obstruction may incur 1 lap penalty.
- Failure to rejoin the circuit safely may incur lap penalties.
- Overtaking while under yellow flags may incur a 2 lap penalty.

The Clerk of the Course may also refer to the Stewards any driver who:

- a. after leaving the circuit, rejoins the track at a speed considered dangerous to themselves, to any other Competitor or to any Official.
- b. observed driving in a manner dangerous to either themselves or other Competitors
- c. disobeys the direction of any Official.
- d. exceeds 10 kmph in the paddock/pits area
- e. Passing under yellow or red flags.

Penalties may include exclusion.

Any Driver completing more than their 30% of the total number of team nominated laps that Drivers laps will be excluded from the final results.

Any Driver not completing the minimum of 10% of the total number of team nominated laps may have their laps excluded from the final results unless discussed with the Clerk of the Course when the car had a mechanical problem.

39. INTEGRITY:

Motorsport Australia National Integrity Framework and any associated policy (including the Australian Anti-Doping Policy, Motorsport Australia's Illicit Drugs in Sport (Safety Testing) Policy, the Motorsport Australia Alcohol Policy), apply to any activity authorised by Motorsport Australia as published at www.motorsport.org.au

Any Participant including the holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol, any drug or other banned substance. In addition to any penalty imposed by Motorsport Australia, a further penalty/s may be applied by Sport Integrity Australia. Consumption of alcohol in any Reserved Area is prohibited until all Competition is concluded each day.

39a. SMOKING:

Smoking (which includes e-cigarettes and "vaping") and any naked flame is prohibited within 3 metres of any refuelling/defueling operation – or anywhere within Mallala Motorsport Park (SA Government Law).

40. INFORMATION AND ENQUIRY POINT

All enquiries should be directed to the Event Secretary or Clerk of the Course or his Deputy located on the first floor of the Timing Tower. They will be available all day excluding 10 minutes immediately prior to and after the start of the event.

41. RADIOS AND COMMUNICATION

The use of radios, mobile cellular phones and other electronic communications in the car is not permitted, the use of any timing device within the car is not permitted, and communication with the driver from his team is only to be done from the pit wall by board etc. No Competitors timing equipment to be within 20 metres of the start/finish line. If found time equipment will be removed.

42. PADDOCK AREA AND SURROUNDING AREAS

Cars must not be driven above 10 km/h anywhere within the paddock area of the circuit. To allow free movement of all vehicles, please ensure that roadways and access gates remain unobstructed. Trailers are not to be left in the paddock area unless for the purpose of loading or unloading a car. Unregistered vehicles MUST NOT be driven outside the paddock area. No dogs are permitted at the circuit. Smoking is not allowed anywhere within Mallala Motorsport Park. Failure to comply with these regulations may result in lap penalties without prejudice to such other penalties as the Stewards may deem appropriate.

Catering of food and refreshments will be available on the day.

In the event of an accident, any damage to facilities at Mallala Motorsport Park or use of a fire extinguisher, M.S.C.A. reserves the right and may claim the cost from the Competitor.

In the event of an accident requiring the Mallala Motorsport Park Ambulance to use medical supplies, M.S.C.A reserves the right and may claim the cost from the Competitor.

43. SUPPLY OF OFFICIALS

Flag Marshalls will be supplied by SAMROA.

Fire Marshalls will be supplied by Women for Wheels.

Pit and Track Marshalls will be under the control of Motorsport Australia Licensed Track-side Officials.

Because of the ongoing difficulty in attracting Officials at events, each team is to supply an Official to assist the Organisers. This person is to be nominated on the entry form but may be rotated by the team during the day. Teams will be advised of the duty to be done via a roster in the Team Managers bag with time and location.

Officials supplied by the teams will only be allocated duties commensurate with their abilities and experience and which they agree to perform. They will be supervised by experienced Officials. The duties involved may include sash changeover control, vehicle recovery, refreshment distribution, paddock parking control, marshalling area officials, runners etc.

Mallala Motorsport Park will be available for private practice on Saturday 3rd May 2025. This is not included in the cost of the event and payment is to be made to Mallala Motorsport Park via the booking link, open track days prior to Saturday 3rd May 2025. It is available to book online: <https://mallala.rezdy.com/397115/open-track-days>; gates open from 8:00am until 3:00pm.

Sue Stephenson
Secretary of the Event

Mobile – 0408 858 046