



GUIDELINES FOR NSW

SUPERSPRINTS

2024

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The Motorsport Australia NSW Supersprint Panel

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CONTENTS

		Page
Contents		2
Related Documents		2
Section 1.	Supersprint Description	3
Section 2.	Pre-Event Planning, Requirements & Organisation	3
Section 3.	On the Day	8
Section 4.	Drivers' Briefing	9
Section 5.	Flags or Lights	12
Section 6.	Format	12
Section 7.	Post Event	14
Definitions		15
Appendix A	Event Planning Timetable	16
Appendix B	Officials Schedule/Plan for the Day	17
Appendix C	Radio Allocation	18
Appendix D	Supersprint Circuits Information	18
Appendix E	Sydney Motorsport Park Druitt Circuit	19
Appendix F	Sydney Motorsport Park Amaroo Circuit	20
Appendix G	Sydney Motorsport Park Gardner Circuit	21
Appendix H	Sydney Motorsport Park Brabham Circuit	22
Appendix I	Wakefield Park Raceway	23

RELATED DOCUMENTS

SSP 01	Guidelines for NSW Supersprints
SSP 02	NSW Supersprint Championship Sporting Regulations
SSP 03	NSW Supersprint Championship Technical Regulations
SSP 10	NSW Supersprint Championship Supp. Regs Part 1
SSP 11	NSW Supersprint Championship Supp. Regs Part 2 - Template
SSP 15	NSW Club Supersprint Supplementary Regulations - Template
SSP 17	Drivers Briefing Notes
SSP 20	NSW Speed Events Scrutineering Reference Sheet
SSP 23	Non Log Book Vehicles Scrutiny Worksheet
SSP 25	Target Scrutiny Audit Worksheet
Motorsport Australia Website	Speed Event Permit Application Form
Motorsport Australia Website	Officials Sign On Sheet and Disclaimer
Motorsport Australia Website	Legal Vehicle Owners Declaration
Motorsport Australia Website	Parent / Guardian Consent

SSP forms can be downloaded from <https://supersprintnsw.com/rules-forms/organisers/>

These Guidelines have been drawn up by the Motorsport Australia NSW Supersprint Panel to assist supersprint organisers to run their events successfully for both the organising club and the competitor.

They are based on the combined experience of the Panel members and are intended to ensure uniformity and consistency in the running of these Events and to give a guide to those who have not run an Event before.

1. **SUPERSPRINT DESCRIPTION**

The Motorsport Australia NSW Supersprint Panel (“the Panel”) describes a Supersprint as:

A multi-car speed event, conducted on a circuit in cars that are grouped together based on similar lap times. The maximum number of vehicles in each group is limited to that as noted on the Track Licence. If vehicles within each group are started from fastest to slowest they may be started in a single file line, otherwise a maximum of two vehicles (a “pair”) may start simultaneously. After a suitable interval another pair may start. Overtaking vehicles is permitted but ‘racing’ is not. The results shall be determined on the basis of elapsed time for each vehicle including any penalties incurred.

- A Run is a timed period that allows for a warm up lap, at least 3 full timed laps and an “In” lap.
- Overtaking is permitted only as specified at the Drivers Briefing by the Clerk of the Course. Diving inside cars into corners under brakes is prohibited.
- Results are based on each Driver's fastest single flying lap.
- The success of the Event is assessed on the number of Runs completed by all Drivers.

2. **PRE-EVENT PLANNING, REQUIREMENTS AND ORGANISATION**

2.1 Prerequisites

- Circuit confirmation of Event date
- Motorsport Australia Permit
 - For Club Events:
 - The Club must have at least one Motorsport Australia Club Chief named on the Supplementary Regulations (“Supp. Regs”) as a single Steward and present on the day, in order to obtain a permit to run the Event.
 - The Club must also nominate the following Key Officials on the Supp. Regs and they must be present on the day of the event.
 - Clerk of the Course (*Motorsport Australia accredited minimum Club Chief*)
 - Event Secretary
 - Chief Scrutineer (*Motorsport Australia accredited minimum Grade Bronze*)
 - Chief Timekeeper . (*Motorsport Australia accredited minimum Grade Bronze*)
 - For State Championship Events:
 - The Club must have at least one Motorsport Australia Bronze Steward and one General Steward named on the Supp. Regs and present on the day, in order to obtain a permit to run the Event.
 - The Club must also nominate the following Key Officials on the Supp. Regs and they must be present on the day of the event. *Clerk of the Course, Event Secretary, Chief Scrutineer & Chief Timekeeper.* All will be a minimum Motorsport Australia Bronze Grading.

2.2 Officials

The minimum requirements are as follows for Club Events. In these events a Motorsport Australia accredited Club Chief may perform the duties of Clerk of the Course, Event Secretary and any other team leadership role except Chief Scrutineer. A Motorsport Australia accredited Club Chief may perform the duty of a single Steward but this duty cannot be performed together with any other leadership function.

- 2.2.1 Clerk of the Course
- 2.2.3 Event Secretary
- 2.2.3 Chief Scrutineer
- 2.2.4 Steward
- 2.2.5 Grid Marshall
- 2.2.6 Run Finish Marshall
- 2.2.7 Chief Timekeeper and Timekeepers.
- 2.2.8 Flag Marshals (*a min. of 1 preferably 2 marshals to be located at each point, as indicated on the circuit diagrams. Appendix's E to I*)

Officials shall be appointed in full accord with NCR's 64 and 65.

Essential Officials for Club Events.

The *Clerk of the Course*, *Chief Scrutineer*, *Chief Timekeeper* and a *single Steward* are Essential Officials. Accredited Club Chiefs may act as Clerk of the Course or Steward but not concurrently. Per NCR 65 an essential official shall not compete in the event.

A *Deputy Clerk of the Course* may be appointed. Either the Clerk of the Course or the Deputy Clerk of the Course must of necessity always be on duty. During such time the acting Clerk of the Course must be clearly and readily identifiable.

The duties of the *Event Secretary* may be discharged by the Clerk of the Course or by another suitably qualified Official.

Where the *Chief Scrutineer* has completed his principal duties prior to the commencement of competitive activities his duties may thereafter be discharged by another suitably qualified Official, other than the Clerk of the Course.

The duties of the *Chief Timekeeper* may be assumed by another Official from time to time.

2.3 Officials Responsibilities

2.3.1 Clerk of the Course – Refer NCR 73.

2.3.2 Event Secretary – Refer NCR 74.

- In State Championships, the Panel is responsible for the grouping of competitors into groups based on previously achieved lap times. In other events, the Event Secretary is responsible for this grouping of competitors. If the competitor has not competed at the circuit previously then times recorded at another circuit or times of similar specification vehicles may be used to determine their group. It is recommended that all cars in all groups be graded quickest to slowest so that each group can be released onto the circuit with the quickest first to the slowest last. It is recommended that groups are numbered and run in the order of fastest to slowest.

- Please refer to the Panel's website www.supersprintnsw.com on the "Organisers Forms & Information" page under the "Other" tab for more detailed information about organising a supersprint event.

2.3.3 Chief Scrutineer and other scrutineers - Refer NCR 77.

- At Events in which Targeted Scrutiny and Random Scrutiny Checks of non log booked cars is implemented, apart from a helmet check, a check of other apparel is not required prior to competition commencing as long as a random apparel & footwear check of at least two Groups of cars is made as they exit the track at the end of a session. Driver non-conformances are to be reported to the Clerk of the Course. Each Targeted Audit and Random Scrutiny Check is to include an Apparel check.

2.3.4 Stewards - Refer NCR's 70 and 71.

2.3.5 Grid Marshall

- It is recommended that groups be despatched onto the circuit with the fastest first through to the slowest last. Maximization of track density can be achieved where necessary by adding cars from following slower groups.
- Despatch of groups should be in accordance with the Grid sheet.
- Has the responsibility to ensure that double entered vehicles are managed to ensure all drivers have the opportunity to complete all runs.
- Has the responsibility to ensure vehicles enter pit exit in the appropriate order.
- Controls vehicle entry onto the Circuit. This must be done in a safe manner at all times.
- Contact must be kept with the Clerk of Course, to know when re-runs have been granted.
- Must ensure all Drivers are correctly attired in Dummy Grid.

2.3.6 Run Finish Marshall

- Duties will be as required by the Clerk of the Course for each Event and Circuit.
- Contact must be kept with the Clerk of the Course.
- The Marshall has the responsibility of ensuring Drivers are aware when they have completed their run by displaying the chequered flag.
- May also act as a Flag Marshall, and a run time monitor.

2.3.7 Timekeepers - Refer NCR 76

- As Supersprinting is a timed event it is important that competitors are provided with updated times on a regular basis. At a minimum a complete set of times should be available for view by competitors at the conclusion of each set of runs.

2.3.8 Flag Marshals - Refer NCR 82.

- As each Circuit is different, the number of flag marshals required for an Event will vary. (Refer Appendices E - I),
- Contact must be kept with the either the Chief Flag Marshal and/or the Clerk of the Course by 2-way radio.
- It is possible that the Run Finish Marshal and the Circuit Exit Marshal will also act as a Flag Marshall

2.4 Equipment

The following is mandatory for all Events, either supplied by the Circuit or Club.

2.4.1 Flag Post Equipment

- One 10kg fire extinguisher (not required if fire/rescue has a specialist fire crew)
- One (1) yellow flag or lights.
- One (1) green flag or lights.
- One (1) yellow with red stripes flag or lights
- Red flag or lights
- Broom

2.4.2 Other Flags

- Chequered flag for use by the Run Finish Marshall.
- Black flag (eg noise violation), for use by Run Finish Marshall.

2.4.3 Communication Equipment

- Two-way radios are mandatory for each official and each emergency vehicle, as the Clerk of the Course must be in radio contact with Grid, Run Finish, Flag Marshals, Timekeepers and other Event officials at all times. CB radios are not to be used.

2.4.4 Medical Refer NCR 75.

- Ambulance or equivalent paramedic service with two attending medical technicians.

2.4.5 Recovery Vehicle

- Suitable vehicle for removing undrivable vehicles from the circuit. Can be supplied by the Club or Circuit. For some Circuits it may be advisable to have more than one recovery vehicle.

2.4.6 Crash Rescue and Fire.

- Personnel, vehicles and equipment to handle incidents.

2.4.7 Timing

- Electronic timing equipment should be used to time the Runs.
- However, if electronic timing equipment is not available, then timing may be by hand-held stopwatches with split timing. Times are to be recorded to 100ths of a second as a minimum.
- Provisional times should be posted as per 2.3.7.
- Results should be arranged in outright and/or class order, and include the following information: Driver's name, club, vehicle, type/class, completed lap times and if possible outright and class positions.

2.5 Planning - Refer Appendix A.

2.5.1 Current Year

- Choose several dates for the next year and apply to the preferred Circuit (by early September at the latest).
- After confirmation from the circuit decide if your event is going to be a Single Event or a Split Session event and set maximum entry numbers accordingly.

- Send invitations to preferred clubs, bearing in mind the maximum field you are permitted to run at the respective Circuits, and whether your Event to is be a round of CSCA Championship, State Supersprint Championship etc, when you can expect to receive a good number of Drivers.
- Send notification and details of the event to the State Calendar Co-ordinator.
PLEASE NOTE - If your Event is cancelled, all clubs that accepted the Event are to be notified two months prior to the Event if possible, to allow those clubs to gain entry to other events.

2.5.2 3 Months Prior to Event

- Choose Event officials, bearing in mind the requirements for accredited officials.
- Go to the “Get Involved” page on the Motorsport Australia website, then to “Events” and then to “Event Forms” and then download at complete the Motorsport Australia Permit Application for Speed Events, including the Medical Response Plan and the Safety First Check List.
- Go to the Supersprints website (www.supersprintnsw.com) and download the appropriate template of the Supplementary Regulations for the event you will be conducting and complete this document.
If the event is a round of the NSW Championship please use template document SSP 11 for the event details (Part 2) and include document SSP 10 as Part 1 of your Supp. Regs.
If the event is Club please use template document SSP 15.
- Prepare your event Entry and Payment by using the Motorsport Australia Event Entry or other online Event Entry System. Please contact the Panel if you want help with this.
- Ensure fire extinguishers, flags, brooms etc will be available from the Circuit for the Event, usually for a fee.
- Book an ambulance and attendants.
- Book Crash Rescue and Fire Team.
- Ensure that suitable communication and timing equipment will be available, either hiring from the Circuit or other supplier.

2.5.3 8-10 Weeks Prior to the Event.

- Email to permits@motorsport.org.au the following completed documents: the Permit Application, your Medical Response Plan and Safety 1st Checklist, as well as the event’s Supplementary Regulations.

2.5.4 6-8 Weeks Prior to Event

- Send Motorsport Australia approved Supp. Regs to the Stewards, Invited Clubs and/or potential competitors. If a round of the NSW Championship registrants should receive two weeks preference in advance of normal entries.

2.5.5 1-2 Weeks Prior to Event

- Final check on equipment and services
- Event Secretary to have competitors' paperwork in order.
- Competitors' details should be entered into groupings (see Section 6).
- The Event Secretary to send acceptances to all competitors stating their application has been received and whether the vehicle number they requested is available.

- Organise/confirm officials for the event, taking particular care that the required number of flag marshals are available.
- Set a timetable for the day (refer Appendix B)

2.5.6 After Entries Close.

- The Event Secretary should check online that all competitors & drivers have submitted all the required information and declarations, including, but not limited to, the Motorsport Australia General Disclaimer, the Statement of Vehicle Compliance, a declaration of current affiliated Club Membership, a declaration of Vehicle Ownership, a declaration of being 18 years of age or over and a declaration if the vehicle is an EV (Electric Vehicle). A batch check of Motorsport Australia competitors licences is also required to be completed prior to the event. There should be no outstanding documentation issues left to be resolved at the event. If this cannot be avoided, the competitor concerned needs to be advised to the Chief Scrutineer who can ensure that competitor is directed to the Event Secretary before going through the scrutineering / check-in process.
- All competitors should be graded into groups per 2.3.2. Grid sheets should be prepared in Excel format, and the lap times on which the ranking is determined shown in seconds and not minutes and seconds.
- The running order of all the groups should be planned taking into account the dual entered vehicles, leaving at least one group between the two entries to allow for this change over. Open wheeler cars should be placed in a group with smaller faster cars. It is also recommended that “power” cars (eg V8 Holden) and “handling” cars (eg Mazda MX-5) be placed in separate Groups so that their different vehicle characteristics don't clash through the event.
 - A copy of the final Grid Sheets in Excel format should be sent to the relevant Officials and the Chief Timekeeper.
 - Scrutineering Work Sheets (SSP 25 for Target Scrutiny Audits and SSP 23 for non-log book vehicles Scrutiny Checks) are to be used by scrutineers to document the results of their Audits/Checks
 - Scrutineering labels should include a minimum of the (1) Event Date, (2) Car Number, (3) Group Number and a space for the scrutineer's initials. The Driver's Name and the car's initial Grid Position Number should also be included if possible. The Group Number should be in a large size so it can be easily read at a distance by the Grid Marshall. Labels should also be generated in competitor number sequence for ease of access during scrutineering. If it is a Championship Event the Series Scrutineer will provide custom printed scrutineering labels to the Chief Scrutineer at each event.

3. **ON THE DAY – Refer Appendix B**

3.1 **Organising the Officials**

- Ensure all Officials are at the Circuit early and know their allocated duties. This can be achieved by holding an Officials Briefing during which Job Sheets and/or Drivers Briefing Notes can be distributed to all relevant Officials.
- Allowances to be made for 'breaks' if any during the Event, ie lunch, changing over of officials etc.
- Have all officials (including Clerk of Course, Timekeepers, Stewards, Scrutineers, Flag Marshals, and all other persons assisting the Club) sign the Motorsport Australia Officials Sign on Sheet upon arrival at the circuit

- The Clerk of Course and the Stewards must inspect the track condition, equipment, flags, recovery vehicles, extinguishers, and Ambulance / Paramedic services and agree that all is satisfactory prior to the event starting.

3.2 Scrutineering and Check-In

- As soon as possible after the Circuit entry gates open, scrutineering/check-in should commence, but it **MUST** be closed down for the Drivers' Briefing.
- A helmet check should first be conducted for all competitors.
- An appropriately licensed Motorsport Australia scrutineer must check the log books of all vehicles entered that have been issued one, and determine whether the vehicle is to be audited before issuing a scrutineering label.
- A check-in official is to check the registration currency and ownership of each vehicle entered and to advise the competitor if their car will be undergoing a scrutiny check through the day. In such cases their garage number is to be recorded before issuing a scrutineering label.
 - Scrutineering Approval Label is to be applied to the top drivers side of the front windscreen containing the required information described in 2.5.6.
 - To maintain scrutineering consistency between events, Scrutineering Reference Sheet SSP 20 should be used by all scrutineers.

4. **DRIVERS' BRIEFING**

This activity is one of the most important of the Event, and is **COMPULSORY** for all Drivers to attend. Scrutineering must cease and all drivers must complete a sign-on sheet that is available at the briefing location, to prove that they were present.

The briefing is to take place at a time to ensure it finishes at least 15 minutes prior to the official start time in order to allow drivers to return to their vehicles and all officials to get to their designated positions.

It is recommended that SSP 17 Drivers Briefing Notes be emailed or downloaded by all competitors prior to the event. This gives competitors enough time to read the detail and formulate any questions about areas they do not understand. The Clerk of the Course then just needs to highlight the main items for the Event and answer any questions.

SSP 17 includes the following information as well as diagrams of hand signals and flag use:

- *Motorsport is dangerous and competitors should exercise safety at all times*
- *Motorsport Australia event OH&S and Covid-19 Return to Race policies will be enforced*
 - *Competitors must adhere to the Drivers Code of Conduct contained in the Sporting Regulations.*
 - *All Drivers lined up on the dummy grid are to be correctly attired with an approved helmet on and clothed in NON-SYNTHETIC wrist-to-neck-to-ankle clothes and footwear*
 - *If the first session is going to be a Familiarisation session, the format will be explained at the in-person Briefing on the day.*
 - *The Event start/finish times and other Event details are listed in Part 2 of the Supplementary Regulations.*
 - *Double entered cars have at least one session between them. Competitors are to change race numbers and transponders as quickly as possible so that they can bring their car to the Dummy Grid when their group is called.*

keep attuned to what is happening so that you don't miss your session.

- *Cars will start from the Dummy Grid, one group at a time. Group and grid position are advised before the event and will be printed on the vehicle's scrutineering sticker.*
- *Cars will be started in a single file in grid position sequence and the lead car is to quickly get up to a reasonably quick speed that allows temperatures to build prior to crossing the Start control line.*
- *There is to be no overtaking on the Out lap until your car has crossed the control line.*
- *Cars are to keep up with the lead car on the Out lap. No dawdling.*
- *The lead car should assume the role of a Control Car and should travel at ½ pace until turn 3 to allow all cars in the Group to get onto the track and not be strung out right from the start. The lead car should then continue at ¾ pace until the last corner before the main straight at which time all cars in the Group can accelerate to Race Pace. It's important that cars in the Group remain fairly well bunched before the main straight so that the lead cars don't catch the tail enders before the end of their session. That affects the lap times of all involved.*
- *Flag signals will be as per the last page of these Notes. Track lights may be used to supplement flag signals and that will be covered in the in-person Briefing.*
- *Overtaking must be done in a safe manner, preferably on the straight.*
- *Absolutely no "dive bombing" into corners. The passing driver has the responsibility to overtake safely. The driver being passed should maintain the "racing" line so the passing driver can predict on what side to overtake. The driver about to be passed must not use their indicators as this can create confusion and danger.*
- *Drivers must use their rear-view mirrors religiously, and be aware of vehicles approaching from behind.*
- *Do not baulk cars that are attempting to pass. Weaving, blocking or obstructing faster cars will be a black flag offence with likely exclusion from the event.*
- *"Racing" is not permitted. Let faster cars through without challenging them. If they have caught you, they are faster and must not be impeded.*
- *Closed cars without window nets must compete with the Driver's window closed. Other windows may be opened for ventilation.*
- *No spectators or event crew will be allowed over the red line in Pit Lane.*
- *Maximum speed in the paddock area is to be walking pace (ie 10kph)*
- *Smoking is only permitted in designated areas*
- *Refuelling can only take place in the area specifically designated for refuelling, near the fuel bowsers.*
- *No alcohol may be consumed at any time during the event*
- *If the circuit is declared 'wet' no slick tyres are to be used, and the cars lights will need to be on.*
- *The format for re-runs, (eg. straight into pit lane, wait to be called up etc) will be explained at the in-person Briefing.*
- *Lap timing is electronic with the transponder in your car sending signals to Timing each time it crosses the control line. Make sure that your transponder is mounted securely and correctly. Times may be seen on the screen at the base of the Control Tower and will be circulated to competitors within 3 days of the event.*
- *The Chequered flag will be shown once the group's elapsed time has been completed. Once you receive the chequered flag you must exit the track at the Track Exit point at the first opportunity. Do not proceed to do any additional laps as this will hold the entire event up and is greatly frowned upon.*

shown from Post 1 through to Post 3.7 and cars are to exit the circuit at drivers left at Turn 4.

- **SMSP Drutt Circuit Only:** At the end of the session cars are to continue to exit at Pit Entry which is on the drivers left at the top of the main straight. Absolutely NO cars are to exit the circuit at Turn 4, unless an emergency.
- If your car comes off the track during a run and is not immobilised it must re-join the track in a safe manner. The car's time is done for that lap so there is no advantage in re-joining the track aggressively. Make sure the track is clear enough for you to join safely and DO NOT spin your wheels to cause debris to fly onto the track as that can create a significant hazard in itself.
- If your vehicle becomes immobilised, get it into the safest place off the track as possible. If there is a safety barrier close by, get behind that barrier and wait for the recovery vehicle. If there is no safety barrier close by, remain in your vehicle with your helmet on. Indicate by hand signals to the closest flag post if you need medical attention and what type of recovery you require - ie a flat tow or an all up lift on a tilt tray.
- Do not exceed the track limits, in particular at turns 5 and 15 at SMSP. This means don't let all four wheels exceed the unbroken line that defines the edge of the track. Loss of your lap time for that run of that session may result.
- Any incidents and other issues like "oil-down" may reduce the number of Runs. Safe driving will minimise the number of incidents and thereby maximise available track time.
- If your car starts to smoke, lose oil pressure or you smell oil smoke please immediately get your car off the track to minimise track contamination if it is leaking oil. It's better to be safe than sorry as oil on the track can take quite a time to clean, and the competitor risks getting charged for the clean-up.
- Do NOT suddenly back off when crossing finish line with speeding cars behind you, and not to dawdle on the way back in off the circuit.
- A noise meter will be monitoring all vehicles. One chance will be given to rectify before exclusion from the event.
- Similarly, if the car is leaking fluids, it will have one chance to rectify before being excluded from the event.
- Drivers may only run the car that they have entered and if they want to change to another car, it can only be done with the approval of the Clerk of the Course and may not then be eligible to earn Championship points.
- All cars must display a scrutineering sticker on their cars before being permitted to go onto the track.
- Cars/drivers may be subject to random checks by scrutineering though the day.

At the conclusion of the Drivers Briefing the Clerk of Course should ask all those drivers who have not competed at the circuit before to remain. The Clerk of Course should then explain the familiarisation and first run process and ensure that they have fully understood the Drivers Briefing.

5. FLAGS OR LIGHTS

For the purposes of Supersprints, the following flags must be used:

5.1 Red Flag or Light

- To be shown waved only on instruction from the Clerk of Course when it becomes necessary to stop a run by other than a chequered flag. All drivers are required to slow down immediately, and to stop if necessary, and to proceed to the pit lane for instructions from an official. Overtaking is not

permitted.

5.2 Yellow Flag or Light

- This is a signal of danger and should be shown to drivers in the following way with the following meaning.
- A waved yellow flag – Reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard beside, partly or wholly blocking the track.
- Overtaking is not permitted between the yellow flag and the first flag point after the incident following the waved yellow where a green flag will be displayed.

5.3 Green Flag or Light

- This should be used to indicate that the track is clear and should be displayed at the next manned flag post immediately after the incident that necessitated the use of the yellow flag.

5.4 Yellow with red Stripes Flag or Lights.

- This is to be held motionless to inform drivers when there is likely to be a deterioration of adhesion/slippy surface in the area beyond the flag.

5.5 Chequered Flag

- This is waved either during or at the end of each Drivers final timed lap (depending on the location of the finish markers at each Circuit). Drivers must acknowledge the chequered flag.

5.6 Black Flag accompanied by a blackboard displaying in white the number of the car of the driver concerned – or by an Official pointing to the car concerned.

- This is shown to a vehicle if they exceed the noise limit, have lost or are losing fuel or oil onto the track, or part of their vehicle has come adrift. Vehicles are to slow down and return to the paddock area and report to Race Control to find out what the problem is.

6. **FORMAT**

6.1 Grouping of Vehicles

The recommended method is to divide the field into two types of vehicles, open wheelers/clubman and tintops. Each of these types will then be graded fastest to slowest and then divided into groups as per the recommended track densities. It may be necessary to add cars of similar type and lap times to the open wheeler/clubman group in order to gain suitable track utilisation.

Provision in setting up groups must be given to double entries. Group or Grid Sheets indicating the Group and run number in the group should be issued to all competitors at Registration or earlier. This method will be used for all State Championship Rounds.

- In order to conduct an efficient meeting and provide competitors with the maximum amount of track time it is recommended that the running order of the groups should be to start with the fastest progressing to the slowest.
- Groups must be specifically called up to the dummy grid, and cars that are not in that group called must be refused a run. Discretion should be shown to double entered cars.
- The Clerk of the Course or his nominee may transfer Drivers to other groups

The Chief Grid Marshal may transfer Drivers to other grid positions during the Event, if necessary, to maintain sequential lap times within each group.

- The recommended method for controlling the grouping is to have each group numbered, at scrutineering, by placing a sticker on the windscreen of sedans, and elsewhere on the body for other vehicle types, where the Grid Marshall has easy access to note the group and Run number. Wherever possible vehicles in each group should be organised in such a way as to have the fastest vehicles at the front and the slower vehicles at the back. This should particularly apply to groups where lap times of cars in the group may vary by more than five or six seconds.

If there are insufficient runners in a group then the fastest cars from the next quickest group may be added to the rear of the group through the day.

6.2 Separation of Cars

- The number of cars competing at any time is dependent on each circuit (refer Appendix's E to I; Pages 18 to 22). If the Club follows the recommended method for grouping vehicles and spacing of cars, then unless there is an incident the different cars should not catch each other.

6.3 Familiarisation Session

- Time may be allowed for a familiarisation session at the start of the Event. It shall take the form of a "parade" behind a Pace car with no overtaking.

6.4 Line-up

- It is recommended that provision be made in the circuit's paddock area to allow all vehicles to assemble in their appropriate groups, commencing with the fastest through to the slowest. Cars from the next fastest group should be called up as 'top ups' should spots be available to ensure that wherever possible groups run to the maximum track density. Consideration should be given to providing a separate marshalling area for dual entered vehicles.
- The Grid Marshall should use a P A to indicate to competitors that their groups are about to run.
- The Grid Marshall should ensure Drivers line-up with helmets on, correctly attired and seatbelts fastened.
- Open wheel or sports-racing cars should not be combined with sedan cars or open production sports cars unless placed at the front of a group. Light sports cars that are capable of similar lap times may be grouped with clubman type vehicles.

6.5 Despatch of Vehicles onto the circuit

- The Grid Marshall should ensure that cars are despatched safely refer to circuit maps – appendix E to I.
- Recommended despatch method is direct from the dummy grid in fast to slow car sequence with no specified initial gap between vehicles.
- There should be no overtaking prior to crossing the Start/Finish line for the first time.
- Cars may be despatched onto the circuit while cars from the previous group are completing their "In" lap as long as safety precautions are in place to prevent cars from each group catching up with the other.

6.6 The Run - Start and Finish

- ~~The Start/Finish (timing) markers should have been identified at the Drivers~~

Briefing.

- Flying Starts are the required method. A Driver will be considered to have commenced a 'Flying Start' Run when the vehicle first crosses the control or start line.
- On the last lap of a Run, the Finish Marshall must wave a chequered flag vigorously so that it is easily seen by drivers.

6.7 Re-runs

- Drivers may be permitted a re-run if there is a timing failure or due to an incident.
- Drivers who have not completed the nominated number of laps in a run as stated in the Supp Regs due to a Red Flag may be granted a re-run. The Clerk of Course shall decide if and when any re-runs are conducted.
- All times recorded in the red flagged run and the re-run are to count towards the results.

6.8 Delays

- The Club should try and minimise interruptions to the Event. If there is a delay caused by an incident, any damaged or immobile vehicles should be cleared from the circuit as soon as possible to allow competition to resume.
- The Event should not be delayed unduly by the return of damaged or immobile vehicles to the paddock area. They should be left in a safe position until a scheduled break or until the end of a Run.
- Drivers are to be kept informed when a delay occurs, and before competition resumes.
- Should competitors not be able to complete the minimum number of runs nominated in the Supp Regs then the club should extend the Event Finish Time to achieve the minimum number of runs if possible within the Track's licenced operating hours.

7. POST EVENT

7.1 Motorsport Australia Event Reports

- Stewards, and Clerk of Course Reports to be written up and submitted to Motorsport Australia within 5 days of the Event.

7.2 Results

- A complete set of results should be available to all competitors and the Motorsport Australia NSW Regional Office within 5 days of the Event.

Results posted on a club website or a "Commercial Timing Website" (eg Natsoft) are deemed to have been supplied to the competitors. Competitors requiring "hard copy results" should print them out themselves. The results should include the information detailed in 2.4.7.

7.3 Other Post Event Requirements

- Trophies or awards to be awarded as per the approved Supp. Regs. Trophies award should preferably include the following information: Drivers name, Class, Position and Time, Circuit and Date of the Event

DEFINITIONS

<i>circuit</i>	The race track/surface itself
<i>Circuit</i>	The Event venue
<i>Clerk of the Course</i>	The Director of the Event
<i>Club</i>	The organising Club(s) of the Event
<i>Driver</i>	Driver of the entered vehicle but not necessarily the Competitor
<i>Dummy Grid</i>	Marshalling Area just prior to circuit entry.
<i>Competitor,</i>	Owner of the vehicle, but not necessarily the Driver
<i>Invited Clubs</i>	Those clubs who accepted the Club's invitation to attend the Event or a member of a CAMS affiliated club.
<i>PA</i>	Public Address system
<i>Panel</i>	Motorsport Australia NSW Supersprint Panel
<i>Rules</i>	National Competition Rules (NCR's), as per the Motorsport Australia Manual
<i>Runs</i>	The official Runs, on which the results will be based.
<i>Supp. Regs</i>	Supplementary Regulations which the event will be run under.
<i>Website</i>	www.supersprintnsw.com

APPENDIX A

EVENT PLANNING TIMETABLE

Task	Prior to Event				On the Day	Post Event
	12 mths	3 mths	6-8 wks	1-2 wks		
<u>Section: 2.5.1</u> * Apply to circuit * After Circuit confirmation, send invites to Preferred clubs, Series etc	C.Sec. C.Sec.					
<u>Section: 2.5.2</u> * Choose Event officials * Obtain Event permit application, proforma Supp. Regs etc from Motorsport Australia * Draft Entry and Payment forms and include a section where the competitor must indicate if they plan to install a non-permanent electronic device such as a video camera. * Ensure the equipment will be hired /available for the Event: > Communication & timing) > Ambulance) > Flags, brooms etc) > Recovery Vehicles) * Send Permit Application, Supp Regs and		C of C Ev.Sec Ev.Sec C of C or C.Sec				
<u>Section: 2.5.3</u> * Send Motorsport Australia approved Supp. Regs, Entry and Payments Forms to invited clubs/series and stewards.			Ev.Sec.			
<u>Section: 2.5.4</u> * Final check on equipment and services. * Ev.Sec. to have registrants paperwork in order and written up or entered into a computer. * Send acceptances to registrants * Final reminder to Event officials.				C of C Ev.Sec. Ev.Sec. C of C		
<u>Section: 3</u> * Officials to arrive early, and sign Motorsport Australia Event Officials Form. * Scrutineering as per the Supp. Regs. * Driver groupings. * Ev.Sec. to do final update of registrant details. <u>Section: 4</u> * Drivers' briefing				C of C Scrut. C of C Ev.Sec. C of C		
<u>Section: 7</u> * Results to registrants * Trophy presentations * Complete Motorsport Australia Event Reports					Ev.Sec C of C C of C & Stew'd	

C of C = Clerk of Course, **C.Sec** = Club Secretary; **Ev.Sec** = Event Secretary; **Stew'd** = Event Stewards; **Scrut.** = Scrutineer

APPENDIX B.

Officials Schedule/ Plan for the Day.

Time.	Activity	Where	Contact Person
6.15 am	Circuit Gates Open.		Event Secretary.
6.45 am	Scrutineers Sign on and preparation	Scrutineering Bay	Event Secretary
7.00 am	Competitors Scrutineering / Check-in.	Scrutineering Bay.	Chief Scrutineer
7.30 am	All other Officials Sign-on, Briefing and Deployment	Control Tower	Clerk of Course
7.45 am	Call to Drivers Briefing	Control Tower	Clerk of Course
8.00 am	Scrutineering Suspended, Drivers Briefing and Attendance Sign- on.	Control Tower or other nominated area.	Scrutineers, Clerk of Course
8.15 am	Final Inspection of Circuit, and Flag Marshals	Circuit.	Chief Steward and Clerk of Course.
8.15 am	Scrutineering / Check-in Resumes	Scrutineering Bay	Scrutineers.
8.15 am	First Group called to Dummy Grid.	Dummy Grid	Grid Marshal
8.30 am	Start of Morning Runs.	Circuit	Clerk of Course
9.00 am	Scrutineering / Check-in Closes.Target Audits and non log book vehicle scrutiny checks commence	Carports, Garages and other pit areas	Chief Scrutineer
12.30 / 1.00 pm	Lunch Break if nominated. Not Applicable to State Championship Rounds		Clerk of Course
1.00 pm	Competition Resumes.	Circuit	Clerk of Course
4.30 pm	Track Closes to Competition.	Circuit	Clerk of Course
5.30 pm	Circuit Gates Close.		

APPENDIX C

Minimum Radio Allocation.

**Clerk of Course – 1, Assistant Clerk of Course – 1, Chief Steward – 1,
Fire & Rescue – 1, Ambulance – 1, Timing – 1, Circuit Entry Marshal –
1, Pit Lane or Dummy Grid Marshal - 1, Grid Scrutineer – 1,
Flags – 1 at each flag postt, Chief Scrutineer –1.**

APPENDIX D

CIRCUIT INFORMATION

Maximum Track Densities.

Please note the maximum number of cars allowed on the circuit at any one time is not to exceed the Motorsport Australia Track Licence maximum densities as listed for each Circuit in Appendixes E to I.

APPENDIX E

Sydney Motorsport Park – Druitt (North) Circuit

Maximum entries: 120

Track densities: Motorsport Australia Track Licence – max. 20 cars at any one time

Circuit entry point:

1. Pit exit lane after turn 1 OR
2. The Dam Road
(service road that enters the circuit between turns 15 and 16)

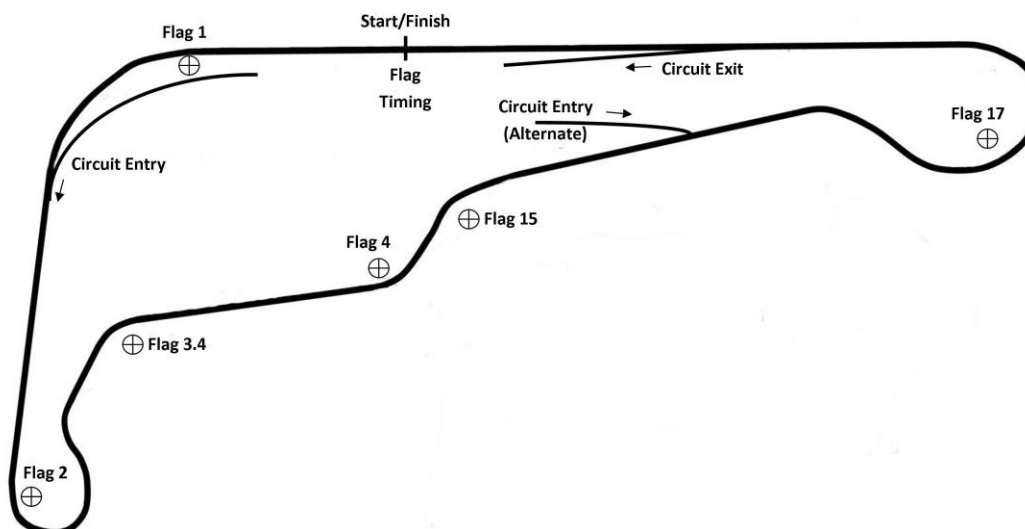
Circuit exit point: 1. Pit entry lane after turn 18.
Note: Cars should NOT exit this circuit via rear paddock gate at Flag 4

Separation of cars: No separation required provided cars are graded fastest to slowest, and sent onto the circuit in a line. Otherwise 2 to 5 seconds and started in pairs. Cars must not overtake another car until such time as they first pass the start/finish line EXCEPT in the case where another driver indicates that he/she can be overtaken.

Timing markers & location: 1. Start/finish line

Flag Marshall locations: At the points marked "Flag" on the diagram below.

Chequered flag location: At the point marked "Finish" on the diagram below.



APPENDIX F

Sydney Motorsport Park – Amaroo (South) Circuit

Maximum entries: 98

Track densities: Motorsport Australia Track Licence – max. 14 cars at any one time

Circuit entry point: 1. Pit exit lane after turn 5

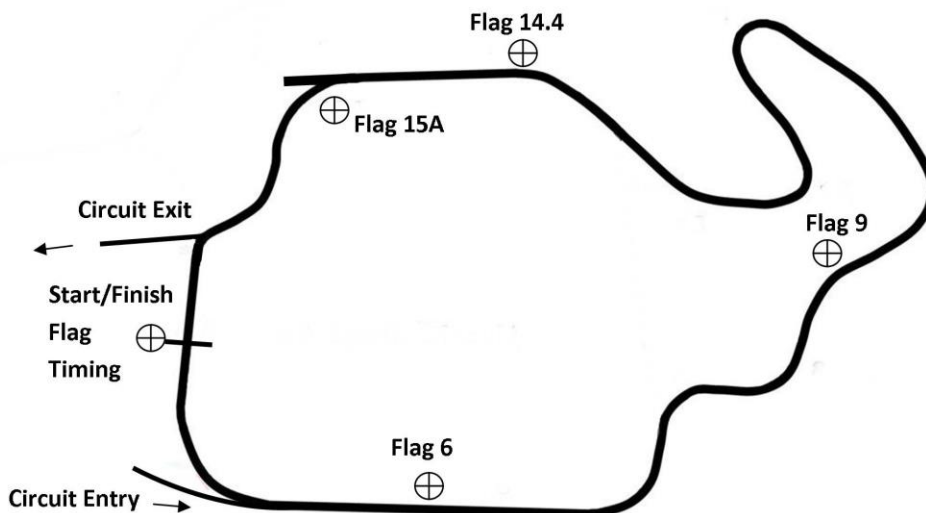
Circuit exit point: 1. Pit entry lane after Flag 15A

Separation of cars: No separation required provided cars are graded fastest to slowest, and sent onto the circuit in a line. Otherwise 2 to 5 seconds and started in pairs. Cars must not overtake another car until such time as they first pass the start/finish line EXCEPT in the case where another driver indicates that he/she can be overtaken.

Timing markers & location: 1. Start/finish line

Flag Marshall locations: At the points marked "Flag" on the diagram below.
Note: It is recommended to "mirror" Start/Finish Flags at Flag Point 6.

Chequered flag location: At the point marked "Finish" on the diagram below.



APPENDIX G

Sydney Motorsport Park – Gardner (GP) Circuit

Maximum entries: 120

Track densities: Motorsport Australia Track License – max. **24** cars at any one time

Circuit entry point:

1. Pit exit lane after turn 1 OR
2. The Dam Road
(service road that enters the circuit between turns 15 and 16)

Circuit exit point:

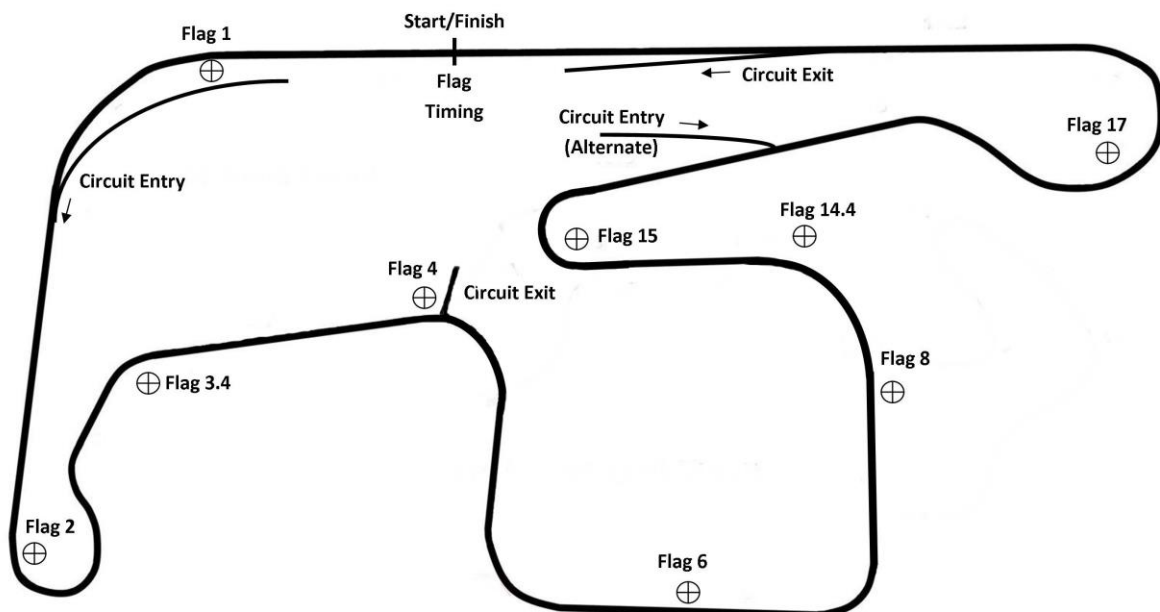
1. Pit entry lane after turn 18 OR
2. Rear paddock gate at Flag 4

Separation of cars: No separation required provided cars are graded fastest to slowest, and sent onto the circuit in a line. Otherwise 2 to 5 seconds and started in pairs. Cars must not overtake another car until such time as they first pass the start/finish line EXCEPT in the case where another driver indicates that he/she can be overtaken.

Timing markers & location: 1. Start/finish line

Flag Marshall locations: At the points marked "Flag" on the diagram below.

Chequered flag location: At the point marked "Finish" on the diagram below.



APPENDIX H

Sydney Motorsport Park – Brabham Circuit

Maximum entries: 130

Track densities: Motorsport Australia Track Licence – max. 26 cars at any one time

Circuit entry point:

1. Pit exit lane after turn 1 OR
2. The Dam Road (service road that enters the circuit between turns 15 and 16)

Circuit exit point:

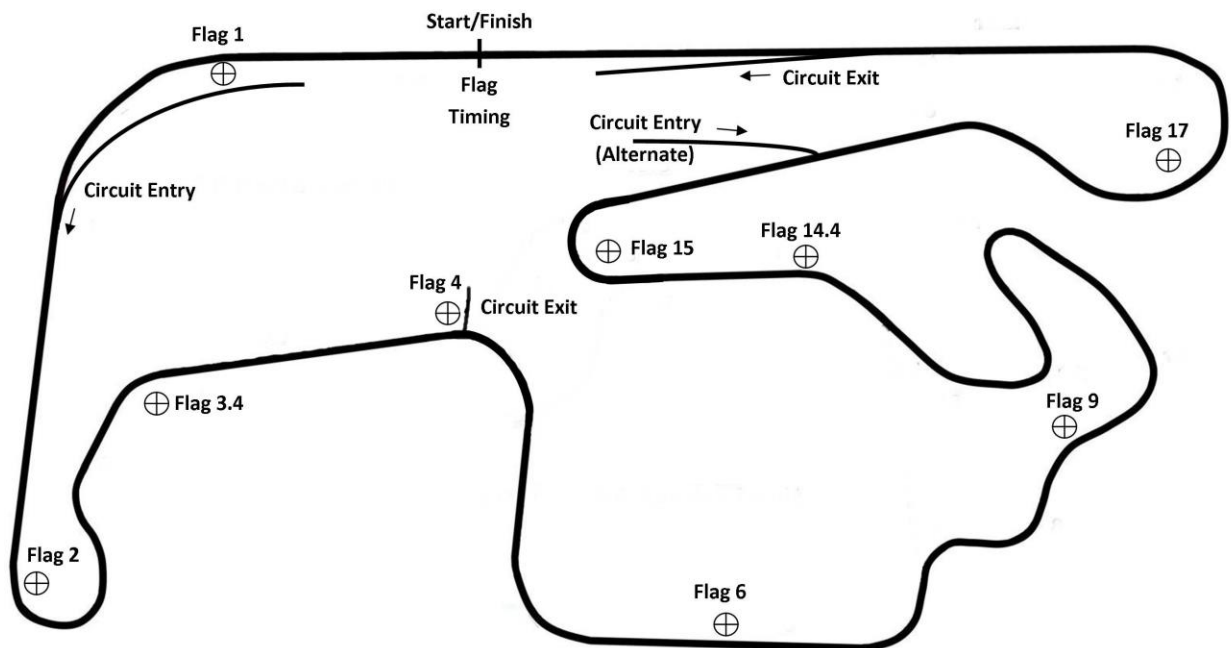
1. Pit entry lane after turn 18 OR
2. Rear paddock gate at Flag 4

Separation of cars: No separation required provided cars are graded fastest to slowest, and sent onto the circuit in a line. Otherwise 2 to 5 seconds and started in pairs. Cars must not overtake another car until such time as they first pass the start/finish line EXCEPT in the case where another driver indicates that he/she can be overtaken.

Timing markers & location: 1. Start/finish line

Flag Marshall locations: At the points marked "Flag" on the diagram below.
For Championship Rounds only, an additional Marshall should cover Turn 11.

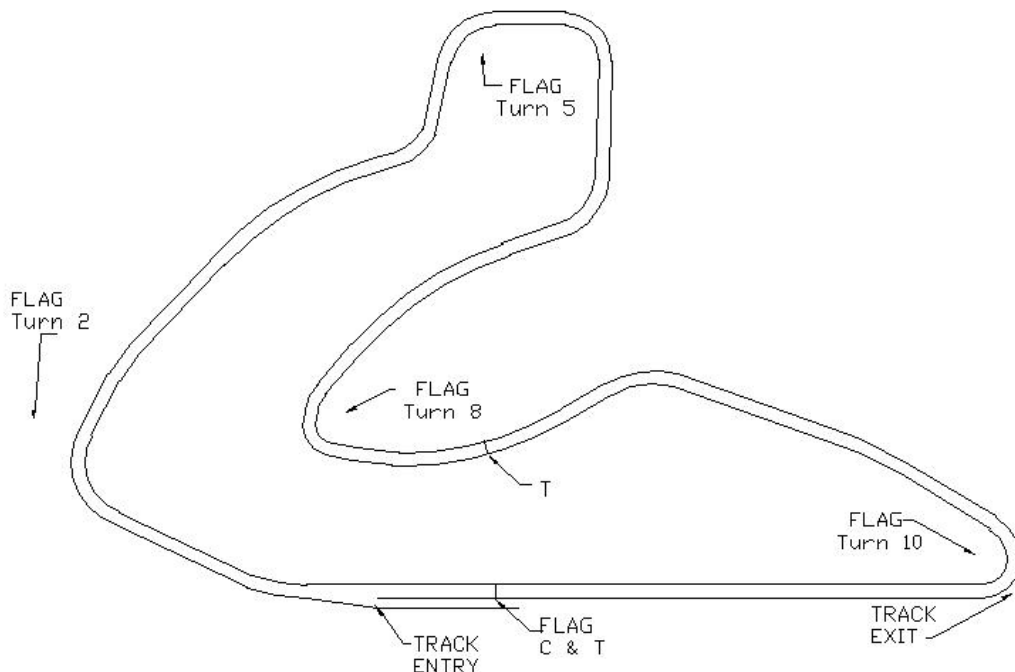
Chequered flag location: At the point marked "Finish" on the diagram below.



APPENDIX I

One Raceway

Maximum entries:	108
Track densities:	Motorsport Australia Track Licence – max. 18 cars at any one time
Circuit entry point:	Pit exit lane at turn 1
Circuit exit point:	Pit entry lane at turn 10
Separation of pairs:	No separation required provided cars are graded fastest to slowest, and sent onto the circuit in a line. Otherwise 2 to 5 seconds and started in pairs. Cars must not overtake another car until such time as they first pass the start/finish line EXCEPT in the case where another driver indicates that he/she can be overtaken.
Timing markers & location:	Witches hats on either side of the track, at either of the points marked 'T' on the circuit diagram below.
Flag Marshall locations:	At the points marked 'Flag' on the circuit diagram below.
Chequered flag location:	At the point marked 'C' on the circuit diagram below.



APPENDIX J

Pheasant Wood Circuit

Maximum entries:	98
Track densities:	Motorsport Australia Track Licence – max. 14 cars at any one time. Recommended max densities 12 cars at any one time.
Circuit entry point:	Pit exit lane just before turn 1.
Circuit exit point:	Pit entry lane after exiting turn 9.
Separation of cars:	No separation required provided cars are graded fastest to slowest and sent onto the circuit in a line. Otherwise, 2 to 5 seconds and started in pairs. Cars must not overtake another car until such time as they first pass the start/finish line EXCEPT in the case where another driver indicates that he/she can be overtaken.
Timing markers & location:	Start/finish line. Witches hats at apexes.
Flag Marshall locations:	At the entry to turn 2, Turn 4 and at circuit entry. Note: Video surveillance of full track in Race Control.
Chequered flag location:	At the point marked "Finish" on the diagram below.

