



**AUSTRALIAN MOTOR RACING SERIES
ROUND 4 – QUEENSLAND RACEWAY
19th – 21th of August 2022**

SUPPLEMENTARY REGULATIONS

1. MEETING TITLE, DATE & VENUE

The meeting will be known as the Australian Motor Racing Series Round 4 (hereinafter referred to as “the Meeting”) and be held at Queensland Raceway, Willowbank Queensland on 19th to 21th of August 2022.

2. ORGANISATION AND STATUS

- 2.1. The meeting will be conducted under the National Competition Rules (“NCR”) and the Standing Regulations (“SR”) of the Australian Auto-Sport Alliance (“AASA”), applicable Category Sporting and/or Technical Regulations, these Supplementary Regulations, any Further Regulations and Bulletins issued for the Meeting and any Driver Briefing Notes and instructions issued by the Clerk of Course.
- 2.2. AASA Permit Number: AASA10062022-AMRS7475

3. PROMOTER & ORGANISER

Australian Motor Racing Series
PO Box 249
Benalla VIC 3671
Telephone: (03) 5760 7100
Email: events@amrseries.com.au

4. SENIOR RACE OFFICIALS

Secretary of the Meeting:	Shannon Jones
Clerk of the Course:	Bruce Robertson
Assistant Clerk of Course:	TBA
Chief Timekeeper:	TBA
Chief Marshall:	TBA
Steward of the Event:	Iain Robertson / Richard Whyte
Judges of Fact:	TBA

5. CIRCUIT DETAILS

Venue: Queensland Raceway
Length: 3.12 Kilometres
Direction: Racing is Clockwise

6. ENTRIES

- 6.1. Entries for this Meeting will open on distribution and receipt of these Supplementary Regulations. All attendees must be double vaccinated to enter.
- 6.2. Entries for this Meeting will close on Wednesday the **18th of August 2022 at 5:00pm.**
- 6.3. The Entry Fee for this Meeting will be listed on the AMRS website.
- 6.4. Any entry, for which the entry and other fees have not been paid, by the closing date and time, as detailed above, will not be accepted in accordance with SR 2.6.
- 6.5. Such fee shall not be refundable except
 - (a) in the case of abandonment cancellation or postponement of the meeting; or
 - (b) in the case of an entrant whose cars are withdrawn by written advice to the Organiser/Secretary of the Meeting, no later than the Monday immediately before the start of the meeting; or
 - (c) where an entry is not accepted by the Organiser/Secretary of the Meeting.
- 6.6. A fee of \$100 will be charged to cover administration costs associated with a refund where an entry is withdrawn.
- 6.7. Any cheque that is dishonoured will incur a \$50.00 administration fee.
- 6.8. If a driver is replaced, the entrant is responsible for ensuring that the replacement driver details are included on the Entry prior to Scrutineering.
- 6.9. The organisers reserve the right to accept entries, at their sole discretion without assigning reason, in accordance with SR 2.1.
- 6.10. The maximum number of entries accepted for each Category, subject to the track density for that category, will be as agreed between the Promoter/Organiser and any relevant Category Manager/Administrator.

7. INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by the AASA in relation to the event. Further details can be found at www.aasa.com.au/insurance/.

8. AWARDS, PRIZEMONEY AND TROPHIES

In accordance with the relevant Category Sporting Regulations or as per arrangements with the Category Manager/Administrator.

9. LICENCE REQUIREMENTS

- 9.1. Each competitor must hold a current, valid AASA National Race Licence, or an approved equivalent as a minimum.
- 9.2. The Organiser confirms that the circuit to be used for this Meeting holds the necessary AASA Track licence for each of the events nominated in these Supplementary Regulations.

10. DOCUMENTATION

Document Check **MUST** be carried out prior to the vehicle being scrutineered, and the following documentation must be presented at that time:

- AASA Vehicle Passport or Vehicle Log Book
- Competition Record and/or Licence

All vehicles participating at this meeting must have either a Vehicle Log Book issued by a recognised motor sport body or a AASA Vehicle Passport. Applications for an AASA Vehicle Passports are available on the AASA website under following link <https://aasa.com.au/vehicle-passports/>.

Documentation can be completed from 3:00pm on Friday the 10th of June 2022.

11. SCRUTINEERING

- 11.1. If the entry form and the documents listed above are in order, the scrutineers will proceed with the safety and eligibility check before the vehicle is driven onto the track for the first time.
- 11.2. Entrants must ensure that they have completed the Pit Crew Disclaimer form for all team personnel. These will be available from the Secretary of the Meeting. Team members, whose names fail to be registered thus, will not be registered by AASA for insurance purposes.
- 11.3. Upon successful presentation of the Pit Crew Disclaimer at Document Check each Pit Crew member identified on the Disclaimer will be provided one (1) wristband. Without such wristband, no crew Member will be permitted to be in Pit Lane. The maximum number of persons permitted in Pit Lane per race vehicle will be six (6), not including Drivers.
- 11.4. On subsequent days, safety scrutineering will be undertaken as necessary, at the direction of the Chief Scrutineer. It is the responsibility of each entrant, as required, to ensure that the vehicle is scrutineered before it is due to go on the circuit. If there is a problem please check with the scrutineers.
- 11.5. Race numbers must be in place **BEFORE** scrutineering.
- 11.6. No vehicle may participate in any session if it has not been checked and cleared by the scrutineers. The attachment of the appropriate "Scrutineering Label" to a vehicle is the accepted means of identification of approval to compete.
- 11.7. The scrutineers may:

- (a) Check the conditions of eligibility of a vehicle or a competitor at any time during the event.
 - (b) Require a vehicle to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - (c) Require a competitor to supply them with such parts or sample as they may deem necessary.
- 11.8. Any vehicle which, after approval, is dismantled or modified in any way which might affect the safety of the vehicle or raises questions as to its eligibility, or is involved in an accident having similar results, must be re-presented for scrutineering approval.
- 11.9. Any vehicle or driver may be prohibited from practice/qualifying or a race for safety reasons.
- 11.10. All drivers apparel (helmets, overalls, gloves, frontal head restraints etc) must be presented for inspection and approval.
- 11.11. The Clerk of Course may require any vehicle involved in an accident to be stopped and checked by a scrutineer.
- 11.12. Scrutineering will be carried out by duly appointed officials who will also be responsible and authorised to give instructions to the competitors for the operation of Parc Fermé.
- 11.13. Scrutineering will take place in your allocated garage; The Organisers will allocate your garage.

12. NOISE EMISSIONS

- 12.1. The maximum noise made by any vehicle must not exceed 95dB (A), measured at 30 metres from the edge of the circuit, by approved measuring equipment.
- 12.2. Any vehicle which exceeds this noise limit, as determined by the Judge of Fact, may be prohibited from further participation in the meeting until the problem is rectified.
- 12.3. All competitors are reminded that as a consequence of EPA requirements no race engines may be in operation before **08:00** or after **18:00**.

13. LICENCES PRESENTED FOR DRIVER OBSERVATION AND ENDORSEMENT

Any driver who wishes to present their licence for observation and endorsement **MUST** present it to the Steward of the Meeting at Race Control for onforwarding to the appropriate Official/s, prior to the first official on track activity for the category that the driver is entered in.

14. CHANGE OF DRIVER

An Entrant may nominate a substitute driver who may be permitted to compete in the remainder of the event subject to the approval of the Clerk of the Course, Meeting Steward, Secretary of the Meeting, Chief Scrutineer and Category Manager. Such nomination must be made at least one hour before the scheduled commencement of the relevant practice or qualifying session or race

15. PROTESTS & APPEALS

Protests must be lodged in accordance with G12 of the NCR's and appeals in accordance with G17 of the NCR's.

16. SCHEDULE OF EVENTS

- 16.1. The Schedule of Events may be varied or altered at the Promoter's/Organiser's discretion or as a result of unforeseen circumstances. You will be notified of any change as soon as possible and the Promoter/Organisers will do everything possible to maintain your involvement as an important part of the program.
- 16.2. The Organiser reserves the right to postpone, abandon or cancel the Event or any part of the Event in accordance with SR 1.4.
- 16.3. A Qualifying Session or Race may be cut short or stopped if, at the discretion of the Clerk of the Course, an incident occurs and the time needed to effect repairs or the number of vehicles requiring recovery will impact on the schedule and affect subsequent sessions on the day.

17. DRIVERS BRIEFING

Drivers briefing arrangements will be advised in the event further regulations.

18. ACCESS TO THE CIRCUIT, PROPERTY & PADDOCK

- 18.1. Access to the track and Paddock area will be available from 07:00am each day.
- 18.2. Competitors and Pit Crew are required to be wearing the appropriate wrist band, with the seal intact, issued at Document Check and supplied at this meeting. Each Team will be supplied with one (1) Competitor wristband and six (6) Pit Crew wristbands. In cases where a wristband is broken, the item must be presented by the wearer to the Secretary of the Meeting who will provide another to wear. Please note a new wristband will not be issued without the return of the broken one.
- 18.3. The issued wristband will serve as your entry pass.
- 18.4. Tender vehicles will not require a pass at this meeting.
- 18.5. Trailers MUST be parked in the designated Trailer Park Area and are not permitted to be parked in any other area of the Paddock.
- 18.6. Competitors should note that there will be limited Security throughout the Event and that they should take their own security precautions at all times, particularly while their cars are on the track.
- 18.7. Where a competitor requires their personnel to work late into the evening and/or into the early hours of the following morning, they must first attain permission from the Promoter/Organiser.
- 18.8. The Pit Lane Garages and Paddock will be open from 7:30 am the morning of the event unless prior arrangements have been made with the Promoter/Organiser.

18.9. It is the responsibility of the competitor to ensure that drivers, pit crew and other persons associated with the team, have the appropriate wristband to enter any area requiring such authorisation. Please ensure that wristbands are visible at all times - no wristband no entry.

19. GARAGE/PADDOCK ALLOCATION

The Garage/Paddock allocation will be planned at the discretion of the Promoter/Organiser in consultation with any relevant Category Manager/Administrator.

20. GARAGE/PADDOCK AREA SAFETY

- 20.1. All trolleys or hand trucks transporting team equipment i.e. tyres, compressed air/gas bottle, etc., when being moved in a Public Area must be moved by a minimum of two (2) Team Personnel. A minimum of one (1) Pit Crew Member to push the trolley/hand truck and a minimum of one (1) Pit Crew Member acting as a Spotter is required at all times.
- 20.2. In all areas where fuel is being stored it must be in a location which is adequately ventilated, have unimpeded access and is clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc. Smoking must be strictly forbidden.
- 20.3. All competitors must ensure that all refuelling is performed in accordance with AASA NCR's and a suitably attired Pit Crew Member is in attendance with a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher available for use in an emergency.
- 20.4. During any fuelling operations within a garage or carport, all nonessential personnel such as sponsors, families, or other guests of the Team must vacate the Garage or Carport area until refuelling has been completed.
- 20.5. The handling of fuel and its containers together with compressed air bottles/gas cylinders must be in compliance with government regulations. Fuel containers must meet published standards and compressed air bottles/gas cylinders must be transported, stored and used in accordance with established standards
- 20.6. Competitors are reminded that fuels, oils, lubricants and coolants are highly specialised substances. And must be aware that these agents may contain substances that are extremely dangerous to health if misused, inhaled or allowed to contact human skin.
- 20.7. Using petrol for general cleaning and washing is a common misuse of a potentially dangerous substance and is forbidden.
- 20.8. The transportation or movement of compressed air/gas cylinders with the pressure regulator attached is strictly forbidden.
- 20.9. Any signs within the property advising limitations, e.g. No Smoking, Speed Limits, etc., must be strictly adhered to.
- 20.10. The washing of transporters at the Circuit is NOT permitted.
- 20.11. Competitors, including people associated with the team, are **not** permitted to sleep overnight in the Paddock area.

- 20.12. Welding is NOT permitted at any time in the Paddock Area including the Garage/Carports.
- 20.13. Competitors must work on their race vehicles in the Garage/Carport provided, not in their own transporter.
- 20.14. In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the vehicle in the event of a failure of the jacking system.
- 20.15. Such incompressible components must be placed under a vehicle when any person has any part of their body other than hands and forearms under any part of the Automobile.
- 20.16. Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require any person to place any part of their body other than hands and forearms under any part of the vehicle.
- 20.17. A speed limit of **10km/h** applies to all vehicles in the Paddock and all other Public Areas within the venue.
- 20.18. All access lanes in and around the Pit Lane Garage area and Paddock must be kept clear at all times during the Event including when unloading/loading your car/s from/into your race transporter or trailer.
- 20.19. All racing cars, trucks and other vehicles in the Paddock are to travel in the directions as shown by Signage and Barriers that have been put in place to assist you when moving within this area. Please take the time to familiarise yourself with the directions of travel.

21. SAFE WORKING CONDITIONS

- 21.1. This Event will be conducted under and in accordance with WorkSafe laws of the relevant state of the event, regulations and compliance codes together with AASA Health Safety and Environment Policy, which can be found on the AASA website.
- 21.2. Competitors are reminded that they are responsible for the working conditions of their associated personnel at all times and must ensure that all applicable safe working conditions are met.

22. FUEL SUPPLY, HANDLING & STORAGE

- 22.1. Fuel used must be in accordance with the relevant Regulations.
- 22.2. Competitors are not permitted to bring their own fuel on site. Fuel must be purchased from the onsite supplier, RaceFuels. An order form is available on the AMRS website 'competitor section', please support those that support the series.
- 22.3. A fuel handling and storage depot is located at the western end of the National Paddock.
- 22.4. If fuel is to be transported or stored in a container the containers must meet AS2906. Metal containers are preferred.

- 22.5. Each competitor may only store two (2) x twenty (20) Litre drums of fuel at any time in their pit area.
- 22.6. All bulk supply of fuel to be stored must be stored in the fuel handling and storage depot area.
- 22.7. The addition of other substance/s to the control fuel is prohibited.
- 22.8. With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- 22.9. Fuel samples taken from competing cars will be compared with samples from the supply available at the circuit and any discrepancies will be referred to the Steward of the Meeting.
- 22.10. Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the Chief Scrutineer.

23. PIT LANE

- 23.1. Pit Lane is divided into two (2) lanes and is defined as the area in which the speed limit applies (indicated by the speed restriction and de-restriction signs). The outer lane, closest to the Pit Signalling Wall is the 'fast lane', and the lane closest to the Garages is the 'inner lane' and is the only area where any work may be carried out on a car
- 23.2. It is the responsibility of the competitor to hold their car stationary until it is safe to move from its pit.
- 23.3. Competitors must not paint lines on any part of Pit Lane.
- 23.4. No equipment may be placed on the Pit Signalling Wall during the Event.
- 23.5. Any person entering the Pits/Pit Lane Area must be wearing the appropriate wristband and be attired in accordance with NCR G 5.6.
- 23.6. Only three (3) persons per participating car and Essential Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the pit signalling wall during a session or race.
- 23.7. During the start of the formation lap only Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the Pit Signalling Wall. At the start of a Race, in addition to those already authorised, one (1) Team Crew Member per car, to provide directions to the driver, is permitted at the pit signalling wall until the event comes under starter's orders, at which time they MUST exit the area.
- 23.8. In accordance with NCR G 5.7 and Standing Regulation 2.42, smoking is not permitted in the Pits, Pit Lane and/or Garages at any time during the event. For the purpose of this clause the Garages and/or Carports located within the Paddock shall be included.
- 23.9. No person under the age of sixteen (16) years will be permitted in pit lane at any time, unless they are an appropriately licenced driver or competitor that is competing in the relevant event.

- 23.10. In accordance with NCR G 8.5(h) the use of reverse gear in Pit Lane is strictly forbidden.
- 23.11. Categories, not permanently located in Pit Lane Garages, using a tender vehicle in Pit Lane MUST ensure they're positioned as close as possible to the Pit Lane Garages (without interfering with teams housed in the garages) leaving sufficient room to work on race vehicles in the 'inner lane' without encroaching on the 'fast lane' and at the end of sessions or races must leave the Pit Lane as soon as possible, when directed by an official of the meeting.

24. ASSEMBLY/PRE-GRID AREA

- 24.1. For Practice, Qualifying and Races, all competing vehicles, must go to the Pre Grid/Assembly Area when called, unless otherwise directed. Drivers will then be directed onto the circuit where they will begin their session.
- 24.2. Competitors are advised that they should ensure that their competing vehicle is in the Pre Grid/Assembly area and prepared to compete at least 20 minutes prior to the scheduled start time for their scheduled activity. Late attendance may result in the competing vehicle being prohibited from competing.
- 24.3. Helmets and other driver apparel may be checked at any time in the Pre Grid/Assembly Area to ensure compliance.

25. QUALIFYING PROCEDURE

- 25.1. In accordance with the relevant Category Regulations.
- 25.2. Where no procedure is specified all drivers will be required to complete at least 3 laps of practice in any of the practice or qualifying sessions available to them, and must do so to the satisfaction of the Clerk of Course. Drivers not completing such laps may start in the event only with permission of the Clerk of Course and the Stewards of the Meeting, and then only under such conditions that may be applied.

26. GRID POSITIONS

- 26.1. In accordance with the relevant Category Regulations.
- 26.2. If the Category Regulations do not specify grid determination then refer to Article 2.15, Grid Positions, in the SR's.

27. START PROCEDURES

- 27.1. All race starts will be in accordance with the relevant Category Sporting Regulations.
- 27.2. Where no procedure is specified, the Race Start Procedure will be as detailed in the SR's.

28. ADDITIONAL POST FOR CONTROL LINE FLAGS

- 28.1. In addition to the flag signals shown at the Control Line, the following flag signals will be displayed from Flag Marshal Point at Turn Nine (9) located on Drivers Right the Black Flag and Black Flag with Orange Disc (Mechanical Black Flag) together with a board displaying the number of the intended vehicle.

- 28.2. All competitors after having been shown the mechanical deficiency or black flags are required to enter pit lane immediately.

29. DRIVER BEHAVIOUR & TRACK LIMITS

Driver behaviour is detailed in Article 2.40, Driving Rules, in the AASA Standing Regulations. The Senior Flag Marshal at each Flag Point is designated as a Judge of Fact with regard to driving conduct, and in particular, baulking, shortening the course by excessive use of the kerbs, cutting a corner, shortening the course or bringing dirt onto the course. Appropriate action will be taken if infringements are observed

30. EXITING THE TRACK AFTER SESSIONS AND RACES

- 30.1. At the end of each practice or qualifying session or race, all competition cars must exit the Circuit via Pit Entry as soon as practicable after receiving the chequered flag and having completed a cool down lap where necessary.
- 30.2. On the direction of a Pit Lane Official tender vehicles and any competition vehicle/s located in Pit Lane at the end of a practice, qualifying session or race must remove their vehicle/s immediately unless otherwise directed by an official of the event.
- 30.3. All Drivers are reminded that the Paddock Area is a General Public Area and **MUST** strictly observe the speed limit of **10km/h**.

31. PARC FERMÉ

- 31.1. In accordance with the relevant Category Regulations. Where no procedure is specified competitors must adhere to the direction of the Chief Scrutineer.
- 31.2. Unless otherwise advised by the Chief Scrutineer, Parc Fermé is located adjacent to the Scrutiny Bay.
- 31.3. Cars may be required to remain in Parc Fermé until at least thirty (30) minutes after the posting of the provisional results or until the Steward of the Meeting orders their release.
- 31.4. Cars which have not been taken to Parc Fermé after being directed to proceed there may not be classified. Only those Officials responsible for supervision may enter Parc Fermé. No intervention of any kind is allowed unless authorised by such Officials.

32. TIMING

- 32.1. All sessions and races will finish at the control line, which is located in front of Race Control Tower, on the track. The Chief Timekeeper will take all times from this line.
- 32.2. All sessions and races will be “time certain” to ensure that the program time for each category is not unduly effected by time delays experienced in other sessions or races. Category Managers/Administrators and/or Competitors will be advised if the finish times detailed in the schedule vary on the day.

- 32.3. Timing of all sessions and races will be collected electronically by using the Queensland Raceway Timing System. The Timing Transmitters will be allocated to you at Sign in.
- 32.4. Cars without an operational timing transmitter during any session may not have a time recorded until the transmitter is functioning and operating correctly.
- 32.5. All Timing Transmitters MUST be returned at the conclusion of competition or the competitor will be invoiced for the full cost of the unit.
- 32.6. Times/results will be available at <http://racing.natsoft.com.au/results/>

33. MEDICAL SERVICES

The Circuit Medical Centre is located at the base of the Control Tower.

34. RESPONSIBILITIES OF THE COMPETITOR

- 34.1. The completion of the Scrutineering Declaration form and presentation of a car for Scrutiny will be deemed an implicit statement of conformity and that the vehicle is safe and suitable for the intended competition listed.
- 34.2. Competitors must ensure that their cars comply with the conditions of eligibility throughout the Event.
- 34.3. Competitors must ensure the Driver of any large tender vehicles or prime mover/s in their team must not rotate the front steering whilst the vehicle is stationary as this causes damage to the surface in the Paddock. Recovery of costs will be sought to repair any damage caused by non-compliance.
- 34.4. Any competitor contemplating on-site team catering must contact the Series Manager or Administrator at least five (5) working days prior to the meeting to ensure that both Local Council compliance and Venue Management requirements are met.

35. REMOTE PILOTED AIRCRAFT (RPA)/DRONES

In addition to the AASA RPA (Drone) Policy, commercial and private, remotely piloted, unmanned aircraft (i.e. "drones", the ground-based controller and the system of communications connecting the two) are prohibited unless authorised by the Civil Aviation Safety Authority (CASA) and the Organiser.

36. WASTE OIL/TYRES

- 36.1. Waste oil is to be disposed of in the designated waste oil bins provided. These are clearly identified and distributed throughout the paddock area.
- 36.2. All storm water drains lead directly to the local waterways and the Environmental Protection Agency (EPA) will be monitoring the situation in the lead up and throughout the Event.
- 36.3. This ban includes the washing of any wheel rims within the vicinity of storm water drains.

- 36.4. Competitors are advised that the EPA is taking an extremely proactive approach to this matter and teams are put on notice that any infringement of this directive will result in action being taken by either the Promoter or the EPA or both. The EPA has the ability to prosecute offenders with heavy penalties.
- 36.5. Used tyres must be removed, from Queensland Raceway, by the competitor, for disposal in an appropriate manner.

37. ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of an AASA 'Competition' or 'Officials' licence (or approved equivalent licence) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach of Schedule 3 of the NCR's or Article 2.44 of the SR's. Consumption of alcohol in the pits, paddock or any section of the venue under the control of Officials is forbidden until all competition is concluded each day.