	Incorporated A0035391X	Impreza WRX Club Inc.
	ABN 59 782 593 427	Supplementary Regulations

2023 WRX Club Round 3 Motorsport Sandown Racing Circuit, Sunday May 14th 2023

SCHEDULE

07:00	Gates open
07:30	Scrutineering starts
07:45	Official's Briefing
08:15	Drivers' Briefing (Compulsory)
09:00	Timed Sessions
12:30	Lunch Break
13:00	Timed Sessions
17:00	Track Closes
18:00	Gates close

AUTHORITY

The event will be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR's) of Motorsport Australia, the Speed Event Standing Regulations, these Supplementary Regulations and any other Further Regulations or Instructions which may be issued. The event will be subject to **Motorsport Australia Permit number: TBA**

OH&S AND RISK MANAGEMENT POLICY

This event will be conducted under and in accordance with Motorsport Australia OH&S, Motorsport Australia Safety 1st and Risk Management Policies, which can be found on the Motorsport Australia website at: www.motorsport.org.au

EVENT DESCRIPTION

Impreza WRX Club Inc. will be organising and promoting a **Club Super Sprint** event on 14/05/2023 at Sandown Racing Circuit over a distance of 3.1 km's in a counter-clockwise direction. The event will comprise of one component as listed in the Program below.

PROMOTERS

Impreza WRX Club Inc.
PO BOX 3113
Nunawading VIC 3131


CORRESPONDENCE

WRX Motorsport Director
PO BOX 3113
Nunawading VIC 3131

All vehicles **noise emission level** is limited to **75dB (A)** at 30 metres. Competitors who fail the drive-by 75dB reading will get 1 (one) chance to rectify the problem and will be excluded if the car fails on a second reading there will be no exceptions.

ORGANISING COMMITTEE & OFFICIALS

Position	Name	Licence No
Clerk of Course	Shaun Maloney	9925109
Stewards	Alan Steuart	9554232
Chief Scrutineer	Drew Wilson	1022613
Event Secretary	Jono Edwards	1134398
Entries Secretary	Paul Salcombe	1500675
Timing	Kristy Roberts	1052528

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The Stewards may Disqualify from further competition any Competitor who:

- After leaving the track, re-joins at a speed or in a manner considered dangerous to themselves, any other Competitor or to an official of the event;
- Exceeds 10 kph in the Pit Area;
- Drives in a manner considered dangerous to other Competitors, or in such a way that a faster car is prevented from passing;
- Is deemed to be under the influence of alcohol or drugs (see Anti-Doping Policy below).
- Any other breach of NCRs

Failure to follow the direction of any Official will be dealt with under Motorsport Australia NCR, which may include Disqualification from the remainder of the activity, fines and/or licence suspension.

INFRINGEMENTS

All infringements are assessed on a case by case basis; the following is a guide only of the minimum penalties. It is to the discretion of the Clerk of Course or Steward to what penalty is applied.


The following infringements would be given as first warning as all Competitors have already read Supplementary Regulations and would have attended Drivers Briefing.

- Passing under yellow:
Sit out 1 session.
- Passing under Red flag / Ignoring Red Flag:
Sit out 2 sessions.
- Ignoring Black flag:
Sit out 2 sessions.
- Failure to follow directions from appointed Official:
Sit out 1 session.
- Failure to attend Drivers Briefing:
Sit out 1 session.
- Driving in a manner inappropriate in accordance with venue policies and procedures:
Sit out 1 session minimum up to Competition done for the day depending upon severity.

STANDARD TRACK SPRINT PROCEDURES AT IMPREZA WRX CLUB EVENTS

Super Sprint vehicles whilst proceeding at track speed will require Driver's window to be wound up except where window nets are in place. If the car is proceeding at a slow pace due to mechanical or other problems the Driver may wind down the window and indicate to overtake. When being overtaken the responsibility is with the overtaking Driver. The Driver being overtaken should hold their line and not make any unnecessary change of direction.

Drivers are expected to be familiar with the standard use of flags as given in the current Motorsport Australia Manual. It is the Driver's responsibility to watch for applicable flags. Black and mechanical flags will always be displayed at start finish unless otherwise informed at Drivers Briefing.

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ENTRIES

Entry is only accepted via the online entry system at [WRX Club Motorsport web site](#) or via the Motorsport Australia Entry System. The Promoter reserves the right to refuse any entry in accordance with the NCR's.

Entries open:	On approval & publication of these Regulations
Entries close:	11/05/23 at 5PM or when maximum entries are achieved, whichever is earlier
Max. Entries:	100 (Super Sprint)
	20 (Come & Try)
Max. Vehicles on circuit:	20

There shall be no refund after 11th May 2023. No application for Entry will be accepted on the day. No Cash payments for entries will be allowed on the day. In the event of cancellation refunds will be processed minus any card or PayPal processing fee.

ENTRY FEES

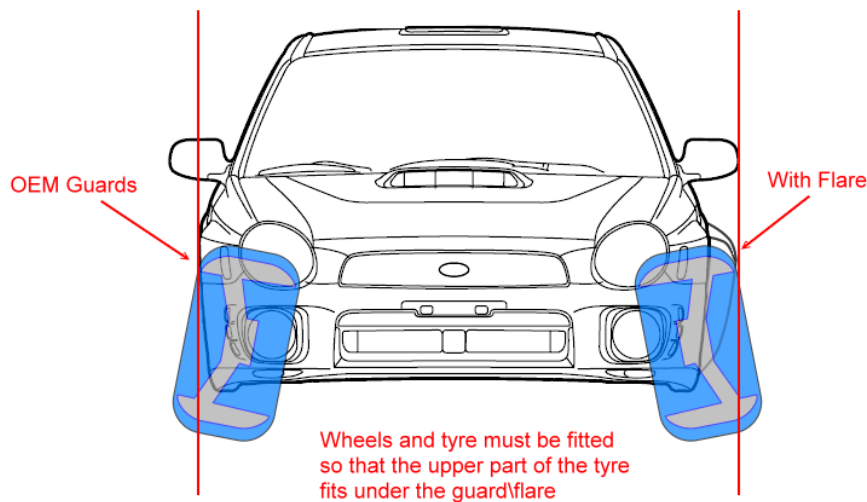
• WRX Early Bird	\$235	Until 23 rd April
• WRX Club Members	\$250	24 th April -> 7 th May
• WRX Club Members Late Entry	\$265	From 8 th May
• Non Members	\$280	Until 7 th May
• Non Members Late Entry	\$295	From 8 th May
• Come & Try	\$265	


SCRUTINY

Self-Scrutiny forms will be sent out electronically prior to the event and must be completed and returned to the event organisers. At the event scrutineers will be randomly selecting cars for inspection and audits. Please be mindful that our scrutineers are focused on your safety, the safety of other competitors and of our officials so please be respectful and ask them questions. They will be happy to explain further and point you towards supporting regulation and documentation.

Current Motorsport Australia-Affiliated Club membership cards, current Motorsport Australia Licence, Competition Record and Log Book (as applicable in Schedule L of the current Motorsport Australia Manual) must be produced at Sign In.

Each wheel and tyre must be fitted so that the upper part of the tyre, down to the flange over the wheel hub centre must be within the perimeter of the automobile's flare. See Drawing below;



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DRIVERS BRIEFING

All Drivers are to attend the compulsory Drivers Briefing, location will be announced via PA. Non-attendance, as evidenced by the roll call, may result in exclusion from the event and forfeiture of all fees.

DRIVER ELIGIBILITY

All Sprint drivers must hold a current Motorsport Australia Speed licence or higher and be a financial member of a Club affiliated with Motorsport Australia, both these items must be presented at Driver Sign in.

DRIVER AND PASSENGER APPAREL


All Drivers and passengers apparel shall comply with Schedule D of the Motorsport Australia Manual.

VEHICLE EQUIPMENT & SAFETY

- All vehicles must comply with General Requirements for Cars and Drivers, Schedule A and B of the Motorsport Australia Manual.
https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-a-and-b.pdf?sfvrsn=908e95e_2
- All drivers should familiarise themselves with the Motorsport Australia Manual ensuring the vehicle and apparel are compliant with all necessary schedules. The club is happy to answer any questions you may have via motorsport@wrx.com.au
<https://www.motorsport.org.au/regulations/manual/technical-appendix>
- All vehicles must have tow hooks fitted as per Schedule B section (r). Subaru WRX MY 01 onwards competitors must ensure that their tow hook is fitted to the front of the car prior to Scrutiny. All tow hooks must have a TOW sticker indicating their location, or for road registered vehicles where tow hook is not obscured ensure the tow hook is a contrasting colour to the vehicle via either some tape or paint on the tow hook.
https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-a-and-b.pdf?sfvrsn=908e95e_2
- All vehicles must have a blue battery location triangle as per Schedule B section (q) indicating the location of the battery. For road registered vehicles blue tape may be used to create the battery triangle so long as the sides are 150mm long
https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-a-and-b.pdf?sfvrsn=908e95e_2

Note: Both tow and battery triangle stickers can be purchased via <https://shop.wrx.com.au/>

- All vehicle's must have all loose items removed from the cabin. This includes but is not limited to jacks, spare wheels, fuel cans, tools, floor mats, bottles etc.
- All vehicles must run the provided group sticker on the driver's side top corner of the windshield
- All vehicles must run a car number on the side of the vehicle visible to the race control tower that is compliant with Schedule K. These numbers will be provided to drivers unless they run a permanent number.
https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-k.pdf?sfvrsn=1a4243bf_8
Note: This side differs at different tracks.
- All vehicles must have a fire extinguisher compliant with Schedule H of Motorsport Australia general requirements. Each hand-held fire extinguisher bracket shall be secured using a metal bracket attached to the automobile with only high tensile bolts (example: 2x 6mm high tensile bolts, minimum grade 8, secured with nylock nuts and body washers). Fire extinguishers must be secured into the bracket by a minimum of one metal strap and must be capable of removal by the driver while seated in their normal respective position for competition, unless varied by specific category regulations and without the aid of tools.
https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-h.pdf?sfvrsn=6320caf0_4

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ROLL CAGES, BELTS & FRONTAL HEAD RESTRAINT REQUIREMENTS

As per Schedule D of the Motorsport Australia Manual there are specific requirements around the usage of Frontal Head Restraint systems, belts and roll cages and importantly how these systems work together.

https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-d.pdf?sfvrsn=76508a46_4

Due these systems being designed to work in conjunction with each other, the use of one or more without another can present a greater risk than using none. It is critically important that you review your specific case against Schedule D and ensure you have all the necessary equipment.

- If your vehicle has a log book then use must run a Frontal Head Restraint.
- If your vehicle is road registered and does NOT have a log book, it is not required to run a Frontal Head Restraint.
- The Impreza WRX Club Inc in addition to the Motorsport Australia regulations requires any vehicle including road registered that has the following items must run a Frontal Head Restraint
 - Roll cage
 - Harness
 - Race Seat (fixed back)
- A Simpson Hybrid Frontal Head Restraint is the only FHR that is allowed to be used if your vehicle does not have all 3 of the above items.
- For events\sessions whereby passengers or instructors are allowed, the driver and passengers will be assessed individually. For instance a vehicle with a cage that has a race seat and harness on drivers side, the driver will be required to run a FHR, however on the passenger side there is a road seat and lap sash then the passenger cannot use a FHR.


Note: The below is for informational and guidance purposes only

Frontal Head Restraints, FHR, sometimes known as HANS devices (this is a brand) are an incredible safety device however they require other supporting safety devices to function. Some key points to consider are below:

- You must have an FHR complaint helmet. FHR's require mounting points designed into the helmet to mount to
- You need to run an FHR compliant harness eg 4/5/6 point harness and cannot use a lap sash belt. FHR compliant belts are designed to keep the FHR secured. If it is not secured the FHR provides zero functionality.
- You shouldn't run a harness, eg 4/5/6 point harness without the use of a suitable securing system such as a harness bar or roll cage to attach it to.
- Most road seats are not safely capable of running a harness with a FHR due to the design of the seat and the requirements for the belts to be at certain angles and to properly secure the FHR, therefore a race seat should be used.
- A race seat cannot be used without a roll cage. Race seats are fixed back, so in the event of the vehicle landing on its roof, the seat cannot collapse like a road seat can, and the harness prevents the driver from sliding forwards and down therefore the drivers head becomes the highest point in the vehicle effectively becoming the rollover bar.

As you can see from the above, the usage of the correct harness, cage, seat, helmet and FHR are all required to be working together. The usage of all these items together provides a significant increase in driver safety and is strongly recommended. However the usage of certain items like a race seat without a cage presents a significant and unacceptable risk.

Note: For road registered vehicles you should consult with your state regulatory body, eg VicRoads on the usage of race seats and cages specifically

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on the road.

CAMERAS, PHONES AND TELEMETRY EQUIPMENT


- Externally mounted cameras cannot be used on any vehicle
- Internal cameras, phones or telemetry equipment must be securely mounted and feature a secondary tether.
- Internal cameras, phones or telemetry equipment must not obstruct the drivers vision
- The device may require a secondary tether of its own, as well as the mount itself if the mount does not securely fasten, eg a phone mount that clamps the phone into a holder or magnetically attached is not sufficiently secured and will need to be tethered.
- Competitors must present this equipment at vehicle Scrutiny, and this equipment cannot be fitted after this time unless approved by the Chief Scrutineer.

Note: The below is for informational and guidance purposes only

- Carefully consider which mount you use for mounting equipment. Most mounts are designed for general road use and not tested or designed for motorsport where they are subjected to significant forces. Many mounts have been known to fail or have the device detach under high load and vibration
- Check what you're mounting the mount too. Vent mounts are popular, however the vents themselves often are only clipped in, and the vanes used to attach the mount are fairly weak thin plastic not rigidly attached. Secondary tethering to the same vent therefore is not suitable as the vent itself may be the failure point therefore detaching the device, the mount, the tether and possible the vent as well.
- Adhesive mounts can be very strong, but can also allow mounting devices in areas hard to secondary tether
- Phone mounts are designed to easily allow the device to be inserted and removed. As such, many are not suitable for motorsport as the mount may be secondary tethered, but the phone itself is not and can easily dislodge under high load.

COME & TRY DRIVER SESSIONS

- Any driver that participates with an Introductory license or has a suitable Motorsport Australia license but has not previously participated in a track day will be considered first time drivers.
- For the first Come & Try session drivers will follow an official vehicle at highway speed for a circuit familiarization lap\ and are to have a provided instructor accompany them (unless sufficient number of instructors cannot be found). After circuit familiarization lap\s drivers will follow the official vehicle back into pit lane and line back up on the dummy grid. Drivers will then be released for their "full speed" session with their instructors.
- A provided instructor is mandatory to accompany the Come & try driver (unless sufficient number of instructors cannot be found) for the first session, all subsequent sessions following this are not required, but strongly encouraged.
- First time registrants are only eligible to have other fully licensed, Motorsport Australia Speed or higher.
- Instructors will be provided by the club, will hold a minimum of a Motorsport Australia Speed License and will be extremely experienced with the circuit as well as circuit driving in general. The use of your own instructor may be allowed at the discretion of the Clerk of the Course
- General Passengers are not permitted.
- Passengers must under no circumstances may use hand held devices including but not limited to mobile phones, cameras, etc
- Come & Try sessions will have a lower tolerance for any sort of aggressive or dangerous driving, dangerous overtaking inc late braking as well as loss of control of the vehicle. This is due to high percentage of inexperienced drivers in the session and as such only a single warning will be provided before being excluded from further participation, or in extreme cases immediate exclusion. The assessment of driver behaviour will be discretion of the Clerk of Course.

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CONDUCT OF THE EVENT

As noted in the program there will be one component to this event. Please note the following specific requirements of the following.

1. Timed Sprint Sessions

Timed Sprint Sessions will consist of 10 minute timed sessions, plus a cool down lap. The number of timed laps in this component may be varied at the discretion of the Clerk of Course. Cars will be released onto the circuit one at a time with a suitable gap between each car.

2. Untimed Sessions

Untimed sessions will consist of 10 minute untimed sessions, plus a cool down lap. The number of laps in this component may be varied at the discretion of the Clerk of Course. Cars will be released onto the circuit one at a time with a suitable gap between each car.

PASSENGERS IN VEHICLES

This Event will include a Motor Sport Passenger Ride Activity (MSPRA) which shall be conducted under and in accordance with the Motorsport Australia MSPRA Policy. Passengers of First Time Drivers are only allowed where their role is as an 'Instructor'.

CLASSES, TIMING, RESULTS

The Impreza WRX Club Motorsport Rules 2023 as published on the Impreza WRX Club website shall be binding. Entries will be classified according to Class eligibility.

Timing will be by means of a Dorian Timing System and the provisional results will be published as soon as possible after the Event. Points will be awarded based on the fastest elapsed time for the day taken from the timed sessions. For Super Sprints Sessions, the Motorsport Director will be deemed the Judge of Fact for this Event.

PROTESTS

Any protest must be lodged in accordance with the NCR.

ABANDONMENT & CANCELLATION

The Promoters and the Clerk of Course reserve the right to abandon, postpone or cancel the event and to refuse any entry in accordance with the provisions of NCR. In the event of cancellation refunds will be processed minus any card or PayPal processing fee.

ALCOHOL, DRUGS and OTHER SUBSTANCES

The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au.

INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au

VENUE COSTS

Any cost incurred by the organisers from the venue for repair or clean-up of the circuit or grounds, due to action or incident caused by a competitor, or competitors, will be the responsibility of the competitor, or competitors, to reimburse.

REFUELING

Any vehicles shall be refuelled only under the following conditions:

- Vehicle off, and unoccupied
- In a garage or other designated refuelling area.
- With 2 individuals, one conducting the refuelling another observing with a fire extinguisher
- No other work should be conducted on the car whilst refuelling is underway

It is highly recommended that for fuel containers of 20L or higher should use a fuel certified jiggle hose (red stripe on the hose or other approval markings). This significantly reduces the risk of spillage and subsequently reduces the fire risk.