



Safety Rules and Regulations

Updated January 2020

WARNING:

If you didn't already know... motor racing is dangerous. It is exceedingly taxing on your body, physically and mentally. When driving a race car, you'll be exposed to extreme (both high and low) temperatures; dense smoke and fumes; intense shocks and vibration; very loud noises; and a variety of other unusual, exhausting, confusing and stressful conditions.

You may be the fittest & healthiest specimen of a human BUT we strongly recommend you go see your doctor and tell them what you are planning on doing.

EVEN IF YOU THINK YOU'RE IN EXCELLENT HEALTH, TELL YOUR DOCTOR WHAT YOU'RE PLANNING TO DO; GET A FULL PRE-COMPETITION PHYSICAL EXAM BEFORE YOU START MOTOR RACING; AND ESTABLISH A REGULAR SCHEDULE FOR RE-TESTS!

General

Unsafe Vehicles and/or Drivers:

At Organisers discretion, any unsafe car or driver may be removed from the event at any time.

No Passengers Allowed:

Due to insurance restrictions, no passengers are allowed during the race.

Your car may be REJECTED:

The rules are clear. If you think that you can get around the few rules that are in place, you won't.

We have seen it all before!

Driver racing licence & eligibility:

All drivers must be aged 17 years or over with in-date racing licence & written consent from a parent/ parents.

Racing licence details and links are provided on individual event information.

Any person over the age of 18 years does not require a current road driver's licence, to compete in these events

Refunds, Entry-Fee Transfers, and Compensation for Loss:

No chance & tough luck! If you cannot get organised, have epic vehicle failure, get intimidated by the intense competition or your mum won't let you out, NOT our problem!

But if you have a genuine issue a full refund of driver fees are refundable 60 days or prior to the race date.

Right of Publicity:

You may be photographed, videoed and recorded – these may be reproduced and re-used whenever and wherever the organizers like. Including but not limited to television, internet, magazines, radio etc.

There will be no payment or royalties paid.

If you are supposed to be at work, on a family holiday, at your wedding and are off racing instead and cannot risk being recognised - Please keep your helmet on for the full duration of the event!

No unauthorized Drones or Other Aircraft: The Fun police strikes again– no flying machines allowed onsite.



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PERSONAL SAFETY

Driver Helmets:

Helmets bearing any of the following markings are approved for use: AS 1698, Australian Standard; Snell SA 90, M90, SA95, SA 2010 and SA 2015 USA Standard; SF1 Spec. 31.1, 31.2, USA Standard; SIS 88.24.11(2), Swedish Standard; DS 2124.1, Danish Standard; SFS 3653, Finnish Standard; ONS/OMK, German Standard; NE 5 72 305, French Standard; E22 (with 02, 03, 04 or 05 amendments), European Standard; BS 6658-85 Type A and A/FR (including amendments), British Standard as a minimum (Helmets exceeding these standards are accepted.)

No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer.

Decoration of helmets is potentially dangerous, and competitors are warned of the hazard of using paint and/or decals on approved helmets.

Helmets must extend to cover the complete ear. "Skull Cap" style helmets must not be used.

Neck Restraint/ Protection:

All drivers require neck restraint/protection. We **HIGHLY RECOMMEND** a top of the range neck support system, It's your neck, so look after it and keep yourself as safe as possible.

We do not recommend any brand.... you need to go do your homework about the many systems available these days.

Fire-Retardant Clothing:

Race Suit: Minimum requirement is a 2-layer suit (or a single layer suit with approved fire-retardant undergarments).

Race Gloves: minimum requirement is nomex, carbonex or equivalent.

Race footwear: Minimum requirement fully enclosed footwear with non-synthetic upper and low heels. Footwear shall not extend above the general ankle area (i.e. no long boots). Boots for drivers should be close fitting.

Undergarments: Socks, shirts, and other undergarments made of synthetic material (including nylon, orlon, Spandex, etc.) will melt to the skin in a fire and are strictly forbidden. Fire-retardant (Nomex, Carbon-X, or equivalent) racing socks are mandatory.

Arm Restraints: Arm restraints are required when driving an open T-Top or convertible.

Vehicle Safety

Pre-Race vehicle inspections

Scrutineers will inspect all vehicles before you are allowed on the track. Vehicles must meet all safety standards laid out in this section and must pass scrutineering prior to each race.

NOTE: This is in no way a certification, representation, or guarantee that your vehicle is fit or safe to drive. Each team is solely responsible for determining its vehicle's safety, fitness to race and compliance within Motor Event rules.

Jack and Axle-stands: Each team must bring at least one sturdy floor-jack, and at least two sturdy axle-stands to scrutineering. Each team is responsible for safely raising their car off the ground during the scrutineering process if needed.

GENERAL VEHICLE REGULATIONS

Minimum Wheelbase: The minimum acceptable wheelbase is 2.2 metres or as delivered by the factory, or if approved by Motor Events management.

Doors: No Gull-wings! Or Lambo-doors; or anything else that will trap you in the event of a nasty incident

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ROLLCAGE REGULATIONS

This is one area that you cannot skimp on!

If you haven't built a roll cage before that meets CAMS or AASA standard we strongly recommend you engage a professional, who can give you a certificate of production!

Motor Events preferred supplier of Roll Cages is Bond Roll Bars.

They will guide you for the best options for your vehicle to keep you safe!

There is special pricing available to all Motor Events participants.

They can also ship Australia wide.

BONDS ROLL BARS

Address: Unit 3, 6 Precision Pl, Mulgrave NSW 2756

Phone: (02) 4587 9672

General Roll-bar and Structure:

Professionally made full roll cage built to our minimum spec (4-point cage with driver side intrusion bar) by an engineer OR qualify cage builder.

A poorly built, improperly mounted, or badly engineered roll cage will keep you from driving: Don't show up with a crappy welded mess!

WE HIGHLY RECOMMEND A 6 POINT CAGE WITH SIDE INTRUSION!

Example:



At minimum, cage must include:

- * Full front and rear hoop, appropriately braced to each other along the roofline (halo type and side/down bar type are also acceptable)
- * Driver's side-intrusion.
- * Appropriate main-hoop backstays with no bends, located as close to 45 degrees from horizontal as practical
- * One main-hoop diagonal
- * Appropriate spreader plates and gussets

If you don't know what you're doing, the time you spend trying to save a dollar is pointless.

If you know what you are doing please find below links on full details for roll cage specifications.

[AASA Roll cage specifications](#)

Roll-bar Padding: All roll cage tubing must be padded with high-density roll-bar padding, wherever a driver may contact the tube with head, knees, elbows, etc.

Roll-cage attachment to vehicle: All attachment points on the vehicle must be selected and reinforced so that, in the event of an accident, the cage will not punch through, tear, or grossly distort the attachment point. Contour-following spreader plates, backing panels, gussets and/or other reinforcing elements are generally required to meet this goal. Cages mounted to rusty,



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thin, poorly supported or otherwise stupid attachment points will flunk tech immediately.

Rear Limit of Roll-cage: Separate structures to protect fuel tanks, etc. are allowed behind the rear tyres, but they can't be attached to the roll-cage and can't allow rear-impact loads to be transferred to the roll-cage.

Main-Hoop to Backstay Intersection Location: Main backstays must attach no more than six inches (measured from the top of the stay) below the main hoop's highest point.

Minimum Door Bar Separation: Whether the door bars are parallel or X-shaped, the top edge of the highest bar and bottom edge of the lowest bar must be at least 7.5 vertical inches apart at both ends.

NOTE!! the mounting point plating is very important! Do NOT do a half-arsed job. Make sure you and your team are going to be protected, if a car rolls, the roof caves in and the cage takes the force of the entire car, sometimes 5 times its weight dependent on the severity of the roll over!! A cage is only as good as its mounting's points. Big plates top and bottom; spread the load over a greater surface area in the unlikely event of a roll over. We want you safe and intact if you do roll over, so we can punish you ourselves for being an idiot for tipping your car over!! Do NOT arrive with a home-built, half-arsed cage!! Get professional advice!!

VEHICLE INTERIOR REGULATIONS

Driver's Seat:

Driver's Seat Regs: Driver's seat-back must reach above middle of helmet or higher. Seat must be a One-piece, purpose-built racing seat with properly located, factory provided shoulder harness holes. Moulded plastic seats of ABS or similar material are not allowed.

All seats must be very securely mounted to the floor or cage to avoid separation during a crash. All seat-backs must be restrained against rearward failure.

Seats with Seat-back Braces:

Permanently attached seat-back braces are very strongly recommended, but must always be appropriate to the seat type. A mis-matched seat/seat-back brace combination can damage the seat or seriously injure the driver – confer with the seat's manufacturer to choose the correct brace. The plate where the seat-back brace meets the seat-back must be properly located to encompass the seat's main structural elements, and large enough not to push through the seat in a crash or otherwise concentrate loads on the driver (plates sold with many commercial braces are too small to meet this requirement, so you may need to add your own, larger, custom-shaped plate).

Seats without Seat-back Braces:

If a seat-back brace is not used, a strong, seat-width element such as a shoulder-harness bar must be located within six inches of the seat-back to prevent the seat from failing rearward.

Solid Mounting: All seats, including seats on adjustable tracks, must show minimal looseness and no back-and-forth free-play.

Seat and Headrest Strength: All seats must be strong enough to withstand major impacts from any angle. The headrest area must be strong enough not to bend in a heavy rear impact.

Driver's Harness:

Five or Six-Point Harnesses Mandatory: NO 4 POINT HARNESSSES WILL BE ALLOWED (can include fifth or fifth/sixth "anti-submarine" belt). All harnesses must be CAMS or AASA approved, dated within five years of the race, and properly mounted. Shoulder harnesses must be two totally separate belts with separate mounting points (single-point Y-belts are not allowed). When viewed from above, shoulder harnesses should be closer at their mounting points than at their seat-entry points. All lap belts must be standard 2-inch or 3-inch width; 2-inch HANS-type shoulder belts are allowed only if ALL drivers are using a HANS-type device at all times.

Harness Mounting Hardware: Grade 8 or better hardware and 2.5-inch or larger load washers are required when mounting to sheet metal.

Anti-Submarine Belt Mounting: Anti-submarine belt(s) should be mounted vertically. If this requires cutting a hole in the seat



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squab, don't route the belt(s) in a way that allows them to fray on a seat spring. If vertical mounting is impractical, the mounting point should be located behind, not ahead of, the belt buckle. All sliders should be snugged up to their mounting plates or harness bars as much as possible. Belts should be neatly and evenly folded when passing through narrower hardware, such as 3-inch belts passing through 2-inch mounting plates.

Snap-Type Harness Ends: On snap-end-type belt mounts, restrain the snap arm with a cotter pin or safety wire through the hole in the arm.

Interior Safety

Cockpit clean up:

Anything loose in the cockpit can be a deadly missile in a crash; so remove or secure any loose items. Loose wiring can cause fires and interfere with the driver; remove or secure all wiring, hoses, and cables. Carpets, insulation, and plastics will burn quickly and release poisonous fumes; strip as much of these out of the cockpit as practical. Large items like cool-suit chests must be extremely well secured by purpose-built metal retainers or at least two very well secured, heavy-duty, fully ratcheting tie-down straps.

Fix Sharp Edges: Sharp edges in any location, but especially in and around the cockpit, must be rolled, removed, or securely covered.

Fuel, Oil, and Coolant Lines in the Cockpit: Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by heavy-duty conduit, durable steel, aluminium pipe, or strong metal plate. OE metal lines in good condition in their original location are exempt from this rule, but encasement is still recommended.

No Airbags: All airbags must be disarmed and removed, and all airbag housings must be open for inspection at tech. Remember, airbag removal can be really dangerous, so please try not to blow your damn head off, fool. If you don't know what you're doing, call in an expert. Let him blow their damn fool head off!!

Window Nets and Driver Egress:

Window nets are not mandatory. While a window net can provide hand and arm protection in a rollover, it can also contribute to injury or death in a fire. If you do not use a Window Net, your side Windows must be up. If you do decide to use one, it is critical that all of your drivers are well practiced at removing the net. It is also critical that they are well practiced at releasing belts, cooling tubes, radio wires, and any other attachments quickly. All drivers must be able to exit the car rapidly under potentially life-threatening conditions.

IT IS EXTREMELY IMPORTANT THAT EVERY TEAM MEMBER PRACTICES EMERGENCY CAR ESCAPES BEFORE RACING!

Onboard Fire Extinguisher:

Fully charged Type A:B:E extinguisher, 1kg or larger, must be located in easy reach of driver and secured via a proper, purpose-made, all-metal quick-release bracket. In other words, just go to the damn hardware store and buy a good mount; don't use the cheap plastic thingy that came with the bottle! No sheet-metal screws or self-tapping screws allowed in mounting.

ELECTRICAL & MECHANICAL REGULATIONS

Master Electrical Kill Switch:

All cars must have a racing-type master electrical kill switch easily turned both off and on by the **belted-in** driver.

The control for this switch should be red; the OFF position should be clearly indicated; the switch should be easily accessible from outside the car; and the switch should be clearly marked by a three-inch or larger lightning-bolt symbol. All electricity must be interrupted by the kill switch! (if you don't do that, the engine may still run off the alternator even after the battery circuit is disconnected). Don't put the switch where it's likely to be hit by another car in traffic or crushed in an accident.

General Battery:

All batteries must be fully secured via proper, purpose-built battery brackets, frames, or factory body mounts. Zip ties, bungee cords, duct tape, won't cut it. Batteries located in, or visible from, the passenger compartment must be contained in a sealed battery box. Whether enclosed in a box or not, batteries must not rock, shift, or feel loose – they should feel like a solid part of the car.



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Battery and Other Electrical Terminals: All "hot" terminals on batteries, kill switches, and at other exposed points must be covered with insulating material. Rubber terminal covers and/or well-wrapped electrical tape are acceptable. Silver duct tape is NOT acceptable.

FUEL SYSTEM REGULATIONS

General Fuel System Regs:

Fuel cells are **not mandatory**. However, your original fuel tank and systems can be replaced with a "fuel cell" if the original tank is unsafe, particularly if in an older vehicle, pre-year 2000. Remember, rear end collisions can split a rear boot tank, so be smart, if the factory tank you have is not up to scratch, put in a fuel cell.

Definition of "Fuel Cell": For Motor Events, a fuel cell has all of the following:

- a) a purpose-built metal container to house the cell
- b) a deformable, puncture-resistant inner vessel and/or bladder; and
- c) fuel-resistant anti-splash foam

Aftermarket Fuel Cells: If you do decide on the fuel cell option, you **MUST** fit your cell into your car with a bulkhead between the driver and the cell. We suggest you remove the old rear mounted tank, seal the hole and mount your cell there... and put your bulkhead panel where the rear seat back was... this will help to protect you!!

Fuel Cell Installation: The cell must be securely mounted in a professional manner and in a safe location, where it won't be damaged in an impact, or drag on the ground if the car leaves the track – in other words, not too far back, and not too low down. All aftermarket fuel components must use threaded fittings and appropriate hose types, and must include all appropriate race car-quality vents, valves, and other safety features. Fuel-cell installations will be judged on their overall execution and apparent safety.

Fuel Cell Safety Structure: Fuel tanks/cells must not be unduly exposed to impacts. Tanks/cells that are very close to the edge of the car; and/or poorly protected by the OE structure; and/or very close to the ground; and/or otherwise highly exposed are extremely likely to fail tech. One or more of the following may improve safety and greatly increase your chances of passing:

- 1) sturdy OE bumpers
- 2) a strong, well mounted tank/cell-protecting cage that's totally separate from the main rollcage
- 3) in non-OE systems, moving the cell someplace safer

Fuel Cell Vent Lines: All non-OE fuel vent line(s) must end in a safe location that is lower than the bottom of the fuel cell. This helps prevent siphoning when you go upside-down and your cell's crappy check-valve fails.

Filler Hoses and Attachments: All non-OE filler systems must be constructed of real, professionally made, purpose-built wire (or nylon reinforced fuel-filler tubing), fasteners and attachments.

OE Tank Removal: If you fit a fuel cell, the OE fuel tank(s) must be removed from the car.

Fuel Bulkhead: The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the trunk area, any openings between the trunk and the cockpit must be permanently sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the trunk floor or rear cabin floor are acceptable. If the fuel tank can't be completely separated from the cockpit by metal panels, a metal-encased, FIA-certified fuel cell, with all related compliant fittings, must be used.

Zero Tolerance for Fuel Leaks: Get your fuel system in good working order! If any staff member sees a fuel leak, you will be immediately black-flagged and sent to the tech shed. You will have **ONLY ONE CHANCE** to completely repair any fuel leak. If the staff member detects a second instance of leakage, regardless of cause, your car must be removed from the race until it is fully repaired. No exceptions. Do NOT pass GO!

No Goofy Fuels: No methanol. No propane or other compressed fuels. Gasoline, mass-market gasoline blends and diesel. Hybrids and full electrics are accepted, but please contact us first before building.



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EXHAUST SYSTEM REGULATIONS

General Exhaust System Regs: A factory-quality designed exhaust system is required. No performance modification systems allowed {except extractors and headers} FUEL HEATING IS EXTREMELY DANGEROUS AND MUST BE AVOIDED AT ALL TIMES!

Exhaust System Construction: Exhaust system must include at least two professional-quality flexible exhaust hangers (i.e., not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, bolted or welded and must not leak.

Tailpipe Location: Exhaust system must dump behind the rear axle, and must not allow undue levels of exhaust to reach the driver's compartment.

Maintenance: All teams must maintain their exhaust in good condition, without leaks throughout the entire event.

Noise Limit: Most race tracks have a car noise limit of 90dB @ 30m, so pretty much stock standard exhaust system with no modifications in this area allowed, or keep it nice and quiet!

Vehicle Exterior

Windshields: A sturdy, driver-protecting windshield is required. Minimum requirement is a laminated windscreen, and windshields must be thick enough and suitably braced to resist a heavy object striking the windshield at speed.

Bad-Weather Visibility: It's your job to figure out which bad-weather visibility aids will be most useful for your car. Wipers and Rain-X are all acceptable. If your visibility is compromised during the race for any reason, you may be black-flagged unless you can find a solution.

Body of Vehicle: Guards, Doors, and bonnet required.

Car Numbers Racing brackets: Race Numbers are to be clearly visible from all sides of the vehicle, including the front and rear. Numbers must be the standard 6" - 12" inches (larger is fine). It is suggested that numbers on the body of the vehicle are placed on a white or black background. Cars that show up with incorrect, improperly formatted, or otherwise hard-to-read numbers will fail tech inspection instantly.

Stickers for racing brackets will be supplied by Motor Events during scrutineering.

Tow-Strap Locations: Please identify (or add) good, strong, clearly marked tow-strap locations to your car – FRONT and REAR. The faster we can get you hooked up, the faster you can get back on the track. (The word "TOW" with an arrow is acceptable marking.)

No Open Sunroofs: Sunroof openings must be covered by a new panel, securely fixed into place.

Open T-Tops and Convertibles: Arm restraints are required when driving an open T-Top or convertible.

Mirrors: All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink" style interior mirrors don't need exterior mirrors, but can use them if they like – we highly recommend this.

Glass, Headlights, and Taillights: Headlights, taillights, and side-marker lights must be removed or taped over. Special condition will apply for continuous 24-hour races, as headlights must be in working condition (low beam only) – see below.

Brake Lights: At all times, each car must have working brake lights that are easily seen from the rear. The lights should be located where a mild rear-end impact won't break or obscure them. A good mounting spot is inside the rear windshield area, on top of the parcel shelf. Stock brake lights protected by clear tape are fine.

Headlights for Night Racing: In the case of a night race headlights will be required. Headlights must be permanently on "low



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beam" setting (no full beam allowed) and additional spot-lights will be allowed on bars across the front of the car (not roof mounted).

No Flashing Lights or Sirens: No working sirens, flashing lights, or similar emergency vehicle stuff allowed. Anything that makes your car appear like a Safety/emergency vehicle will get you black-flagged.

SAFETY REGS UNDER THE BONNET

Engine Firewall: Gaps or holes in the engine firewall must be sealed up with metal plate or OE-type grommets. If you can see through it, we want it closed up. In addition to the required unbroken firewall between engine and cockpit, rear and mid-engine cars must have a sturdy rear window or other complete upper barrier for driver protection against fire, hot oil, angry villagers, etc. Metal, heavy polycarbonate (1/4-inch or thicker), and OE glass are all acceptable.

Coolant: Must be water only or a non-glycol based coolant. No antifreeze, anti-boil, water-wetter or other additives allowed. That stuff is slippery, so when your car pukes its guts all over the track, we don't want to be sliding around in it. A functional catch tank is mandatory.

TEAMS & COMMUNICATION

Definition: An "Entry" consists of one car and usually 4+ people consisting of drivers/crew members; it exists for one event. A "Team" consists of one or more entries in one or more events, all sharing one Team Name.

All Teams are to appoint a team captain who is the "responsible" one for the team at the event/s.

There is limit of 4 non-driving crew members, friends in the pit area

Driver Portability: Any registered driver is allowed to drive any registered car at any time.

Pit Communication: Every team must have a reliable way to signal its driver on track. A pit board (homemade is fine) is acceptable, as is a helmet-wired radio system. No loose or hand-held receivers are allowed in the car.

In-car RF radio unit: Every vehicle must have a single channel one-way radio specifically designed for the Clerk of the Course (or event Organiser) to communicate with the driver of every team at any time. Popular brands are RACEceiver or Nitrobee.

All drivers must plug their in-ear headphone into this radio unit at all times during the event, and obey any and all instructions.

Cars are not allowed on the track without this equipment

Track, Refuelling and Pit safety

Track Safety:

It's Always Your Fault: Motor Events is an all-fault environment. You are 100% responsible for what happens while you're in the pits or at the wheel. Not your fault you went off the track or made contact.... We don't care. Think you've been wrongly accused? See the part where it says "we don't care". Your job is to stay out of trouble – if trouble finds you, take responsibility like a grownup and figure out how to avoid it the next time.

Team Lousy-Driving Rule: Teams are held jointly accountable for the penalties earned by their drivers.

Passing Safety Vehicles: Safety vehicles moving on the track may not be passed unless a wave-by is given by the safety vehicle's driver or crew.

Flagging: All flags should be obeyed immediately – they mean something's up.

Flags have the following meanings:

GREEN = GO

Normal race conditions



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YELLOW = CAUTION

On yellow, NO PASSING! There's something dangerous ahead. Stop racing, pay attention to your surroundings and the situation ahead and proceed in single file at no more than 60km/h. Remain in single file until you are safely past the incident(s). You may ONLY return to race speed, overtake and 'race' when the Green light is activated.

RED = STOP

On red, come to a safe, controlled stop as soon as practical. Pull to the outside edge of the track, and wait for more instructions (via in-car radio, safety crew or track marshals).

BLACK FLAG (pointed at you individually) = YOU'VE GOT PROBLEMS!

For an individual black flag, come to the Penalty Pit immediately – either you've got a mechanical problem, or you/your team has committed a punishment-worthy sin.

Pit area safety

Vehicle movement: From garage area to trackside pit area and vice versa

Extreme care shall be exercised when moving any Vehicle/Machine, be they racing or support, from one area to another on the property. Only persons holding a current valid licence, competition or civil, may drive such Vehicle/Machines on the property.

Speed limits: A safe speed is to be maintained at all times, with a speed not greater than 15kph to be utilised

No vehicle may be driven in reverse in pit lane: Any vehicle rolling past its pit may be pushed back into position if necessary. When re-entering the race track following a pit stop, all vehicles must remain below the speed limit until reaching the control line at the end of pit lane.

No Drinking Alcohol Until Track Goes Cold: Participants are absolutely prohibited from drinking alcohol until after the last car leaves the track following the day's checked flag. Violators will be ejected from the facility immediately.

Fuelling Rules & Safety

Fuelling: All fuelling must be handled in approved fuel containers. During fuelling, the car turned off (the kill-switch must be in the OFF position); no one can be in the car; and NO other work may be done (no fluid or tyre checks, no screwing with the in-car camera, etc.). At least two crew members must participate in fuelling; all wearing the same safety gear as a driver – helmets included. Visors must be down, to cover faces. At least one team member must have a fire extinguisher in hand, ready to shoot, aimed at the fueller. Fuelling locations vary by track and are covered at the Drivers' Briefings. Participants are responsible for knowing all fuelling rules and accepted locations.

Drip Pans: All fuelling must be done over a sturdy, fuel-compatible drip pan provided by the team.

Fuel Spills: Fuel spills should be quickly diluted with water or Cold Fire. Gasoline eats asphalt; so don't let it sit! Officials are happy to give you free clean up supplies—come find one ASAP.

Fluid Spills and Disposal: Please prevent and contain fluid spills. If you do spill, come to Motor Events HQ or alert any track official ASAP – we'll help you get it cleaned up. Most tracks have environmentally safe disposal stations onsite – ask track officials for locations.

Fuel Storage: Keep your fuel in a secure, shady place outside the garage, except for a maximum of 2 x 20 litre containers that are allowed inside your garage. However, regulations change track to track, and always refuel your vehicle in the designated fuelling area/s.



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Driver/ Team Penalties

All Motor Event racing events are governed by the gentlemen's driving code of conduct. Breaking any of the below will result in a penalty being applied:

- Strictly no contact
- No corner diving
- No wheels off the track
- No inappropriate loss of control or sideways traction
- Keep it cool rule – If you are getting too serious and it's a safety concern

1st offence – 2 minutes in the sin bin

2nd offence – Back again -- 5 minutes in the sin bin

3rd offence – Really? -- 10 minutes in the sin bin

4th offence – Haven't learnt to behave yet? -- 15 Minutes in the sin bin

5th offence – not funny anymore... We need to talk about your professional racing career

Depending on the seriousness of the offences this may be the potential end of race for your team

Self-imposed penalties for minor offences will be downgraded to a pit drive through.

We are all out on the track to compete and have fun, remember this is not a V8 Supercar series and is just not that serious. There are no talent scouts for the Formula One watching you to snap you up for a team placing.

Drive to your ability, compete with cars of similar speed and skill and above all stay safe.

If you need help or are unsure of any of the safety rules and regulations please make contact with us on:

info@motorevents.com.au