



2025 MOTORSPORT AUSTRALIA NSW MOTOR RACE CHAMPIONSHIP SPORTING REGULATIONS

CHAPTER 1 - ADMINISTRATION

1.1 TITLE

(i) The Championship shall be known and referred to as the “2025 Motorsport Australia NSW Motor Race Championship”, referred to as the “Championship” in this document

(ii) The Championship will comprise the following category championships:

- 2025 Motorsport Australia NSW Formula Ford Championship (See Attachment A)
- 2025 Motorsport Australia NSW HQ Holden Racing Championship, (See Attachment C)
- 2025 Motorsport Australia NSW Production Sports Car Championship, (See Attachment D)
- 2025 Motorsport Australia NSW Improved Production over 2 litre Championship, (See Attachment E)
- 2025 Motorsport Australia NSW Improved Production under 2 litre Championship, (See Attachment E)
- 2025 Motorsport Australia NSW Sports Sedan Championship, (See Attachment G)
- 2025 Motorsport Australia “TBA” NSW Production Touring Championship, (See Attachment H)
- 2025 Motorsport Australia NSW Formula Vee Championship, (See Attachment I)
- 2025 Motorsport Australia Regulator Automation NSW SuperSports Championship, (See Attachment J)
- 2025 Motorsport Australia NSW SuperKart Championship (See Attachment K)
- 2025 Motorsport Australia NSW Formula Race Car Championship (See Attachment L)
- 2025 Motorsport Australia NSW RX-8 Cup Championship
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The Championship will also include races for the following non-championship categories:

- Other invited categories – , , F4, Australian Prototype Series, MARC Cars

1.2 AUTHORITY

- (i) The Championship will be conducted under the FIA International Sporting Code, including Appendices, the National Competition Rules (NCR), the Circuit Race Standing Regulations (CRSR) and the Championship and Series Policy of Motorsport Australia, these Sporting Regulations as approved by Motorsport Australia, the Supplementary Regulations published by the organiser of each event and any further supplementary regulations which may be issued.
- (ii) The Championship is recognised as a State Championship in accordance with the NCR. Motorsport Australia reserve the right at any time to amend these regulations, which, in normal circumstances, will be advised to competitors and organisers in good time. In order to be awarded a State Championship status, a minimum of 10 Automobiles must be listed in the qualifying classification at each round.
- (iii) Where a promoter wishes to combine or withdraw a pre-nominated category from a Motorsport Australia NSW Race Championship round, prior approval by the NSW MRP is required, including adding additional categories outside the NSW MRC.
- (iv). Categories may schedule one round of their NSW State Championship outside the dedicated program providing they have achieved the consent of the MRP, and provided any such rounds are approved by the adjoining State Council and conducted under a Motorsport Australia permit

1.3 IDENTIFICATION

- (i) By entering the Championship, persons and corporations agree to refer to it only by its full title “The 2025 Motorsport Australia NSW Motor Race Championship”. Any advertising matter must include the full title. It is the responsibility of the Competitors and their sponsors to ensure that this requirement is met.

1.4 ELIGIBLE CARS

- (i) All competing cars must comply with the provisions of the eligibility sections of the categories appendix as attached. All cars must be the subject of a current logbook issued by Motorsport Australia. All competing cars must be presented in a neat and tidy condition and show minimal signs of previous damage.
- (ii) The onus of proof of vehicle eligibility rests with the individual competitor at all times, in accordance with the NCR.
- (iii). Only those vehicles that have satisfactorily completed a pre-race audit for targeted scrutiny will be permitted to compete.

1.5 ELIGIBLE DRIVERS

- (i) To be able to score points towards their chosen Championship, Drivers in any round of the Championship must have registered for the Championship and paid any applicable fee

and unless required otherwise by the weight to power ratio of the Automobile (refer General Appendix, Competition Licences) must hold at the minimum of a current Motorsport Australia Circuit Licence with Provisional endorsement.

(ii) Drivers must also adhere to any special conditions applicable to each category as noted in the appropriate Appendix.

(iii) The Competitor for each car is responsible for ensuring that all persons associated with the entry are familiar with and adhere to all relevant regulations and obey all reasonable instructions of the officials.

1.6 CHAMPIONSHIP SCHEDULE

(i) The Championship will be conducted over the following rounds as a combination of one and two day race events rounds.

Round One	One Raceway	Feb 22/23
Round Two	Winton	May 10/11
Round Three	SMSP	June 21 (Day / Night)
Round Four	SMSP	July 26(Day/Night)
Round Five	SMSP	September 27/28
Round Six	One Raceway	October 18/19

1.7 CHAMPIONSHIP SPONSORSHIP/TELEVISION COVERAGE

- (i) Should a Championship Sponsor be appointed for one or more rounds of the Championship, some rounds may be televised.
- (ii) Competitors will be advised by separate communication of the requirements for display of sponsorship material (irrespective of television coverage or not). Failure to meet these requirements or the specific category requirements as listed in the appropriate index shall render the Driver ineligible for points at any rounds where the requirements have not been met.
- (iii) Should in-car cameras be supplied as part of any television coverage, it is compulsory to display such sponsor sticker within the cockpit/cabin so as to be visible without obstruction to the camera view.
- (iv) Competitors are to ensure that all sponsorship material is applied to the vehicle prior to the commencement of practice/qualifying. A snap audit may be conducted at any time during a Championship round.
- (v) Negotiation for broadcast rights for any Motorsport Australia Championship remain under Motorsport Australia and requires Motorsport Australia approval.

1.8 CHAMPIONSHIP PERSONNEL

- (i) *Championship Coordinator* –
The Championship Coordinator is the primary contact for the Championship and is the Chair of the NSW Motor Race Panel. For 2025 this is Gary Cook
ph. 0419 411 282.
- (ii) *Category Eligibility Officers*

The Category Eligibility Officers shall be nominated for each category within the Championship and are detailed in each appendix; they carry out their duties under the direction of the Chief Scrutineer.

- (iii) *Driving Standards Advisers*
Championship Driving Standards Advisers (DSA) may be nominated by the Motor Race Panel to observe driving standards and act as coach and are to report incidents as appropriate to the Clerk of Course at each event. DSA's may assist the Competitor Relations Officer with discussing a Driver's driving behaviour, without prejudice to any party. The 2025 Championship DSA is TBA, NSW MRC categories may also have their own nominated DSA as noted in their regulations.
- (iv) *Championship Steward*
Motorsport Australia will appoint a senior Steward to act as Championship Steward for all rounds in 2025. The Championship Steward for 2025 is Steven McLeod (Ph: 0448 750 727)
- (v) *Championship Competitor Relations Officer*
Motorsport Australia will appoint a senior official to act as Championship CRO for all rounds in 2025. The CRO for 2025 is TBA.
- (vi) *Category Contact*
Each Category is to provide contact details for a category representative to be contactable during events. Details including at least two mobile phone numbers are to be provided to the Clerk of Course before the drivers briefing.

1.9 CHAMPIONSHIP CATEGORY CONTACT DETAILS

(i) All enquiries about any aspect of the Championship Category contacts should be directed to the Championship Coordinator or the nominated Category Contacts, as listed - .

- Formula Vee – Paul Charlton - 0457 445 396
- Formula Ford – Jeff Senior - 0412 580 620
- Improved Production – Gary Cook – 0419 411 282
- Production Touring – Garry Mennell 0407 272 165
- Sports Sedans – Chris Jackson - 0409 209 480
- Supersports– Darren Barlow - 0439 044 128
- Production Sports – Arthur Magaitis - 0419 987 780
- HQ – Chris Molle - 0418 109 215
- Superkarts – Wayne Horswell - 0468 472 402
- Formula Race Cars – Greg Muddle - 0432 890 708
- RX-8 Cup – Ric Shaw - 0418 649 320

1.10 PASSES

(i) At each round of the Championship, the organiser is requested to provide a minimum of four (4) passes and 2 vehicle-passes (or one pass if additional passes are available at the gate to allow a second vehicle to drop off parts etc.) for each entry. They are also requested to provide each category with 4 passes to be distributed at the category's discretion. They are also asked to provide passes for the DSA and the CRO.

1.11 COMPETITOR/COMPETITOR CONDUCT & PENALTIES

- (i) The use or offering of violence or threatening language by any means towards any official or Driver or other person at, arising from, or during any event or in the environs of any track used for the event shall be deemed as prejudicial to the interests of the Championship and to the Competition. Any such incident shall be referred to the Stewards.
- (ii) Stewards are hereby empowered to deduct championship points as part of or all of a penalty, at their discretion.
- (iii) Standard Penalties are to apply for all rounds of the Championship, specifically:
 - False Start – as per the false start penalty specified in the Circuit Race Standing Regulations
- (iv) Application of any penalties in clauses (i) to (iii) above will in no way preclude any additional action from the normal Motorsport Australia judicial process.
- (v) Attn CRSR 7. PENALTIES
[Click here for CRSR 7. PENALTIES](#)

1.12 MOTOR RACE CHAMPIONSHIP DRIVERS' CODE OF CONDUCT

- (i) The NSW Motor Race Panel wishes to promote safe competition avoiding car-to-car contact. All drivers must familiarise themselves with Code of Driving Conduct the Circuit Race Standing Regulations which is located at
- (ii) A report may be given by the Driving Standards Adviser to the Clerk of Course notifying the Clerk of Course of any drivers who have not adhered to the provisions of Section 7 or the above guidelines. This report will list drivers involved in any dangerous or unsportsmanlike procedures and will request the Clerk of Course to pay special attention to these drivers.

CHAPTER 2 - EVENTS

2.1 ENTRY TO EVENT

- i. Entry shall be made via an on-line system at both SMSP, Winton Raceway and One Raceway , or by an alternative “paper” system (for SMSP, please contact the ARDC). Once the event Supp Regs are available (requested at least 8 weeks prior to the event), the organiser is asked to:
 - Load the Regs and the paper Entry Form onto their website.
 - Send an email to all relevant competitors on their database to advise that entry is open.
 - Send an email to the nominated category organiser to advise entry is now open.
- ii. Organisers are requested to adhere to the following schedule:
 - a. Event Supp Regs/Entry Forms to drivers/category organiser/on website – at least 8 weeks before event
 - b. Official Closing Date – not more than 2 weeks before event

- c. On closing date, or a minimum of 5 days before the event, email all competitors with entry confirmation, schedule and link to Further Regs.
- iii. Competitors entering by any alternative (non-online) system should follow the instructions of the organising club/circuit.
- iv. Organisers are asked to leave entry tickets at the circuit entry point before the gates open on the Friday private practice and allow drivers to leave spare tickets for pit crew/family members who may arrive at any time during the weekend.
- v. Category representatives should by 20/1/2025 send the organisers a category email list of all people to be advised of event entry. If not, they will be responsible for advising possible competitor that entries are open.
- vi. Organisers Responsibilities - by running a round or rounds of the NSW State Championship the organiser agrees to abide by these regulations.
- vii. Organisers are asked to use the following table when scheduling 2025 rounds, so that each category gets some early, some intermediate and some late starts over the rounds they attend.

Supersports will run on the Saturday only wherever possible, and Superkarts or Production Sports on the Sunday only, so qualifying and all races occur on the one day for those categories. As a result, they need to be scheduled very early in the sequence, and more regularly than 2-day categories.

Round	1	2	Day Night	Day Night	5	6
Date	Feb 22/23	May 10/11	June 21	July 26	Sept 27/28	Oct 18/19
Track	One R/way	Winton	SMP - GP	SMP- GP	SMP - GP	One R/way
Formula Ford	3	6		2		4
Formula Vee	2		4	3		9
Sports Sedans		4	3		2	6
Prod Sports			with S Sedans		with S Sedans	with S Sedans
SuperSports Cars			2	4	(Sat 1)	(Sat 1)
Imp Prod Under	5	Vic IP 7	Combined 1		Combined 3	5
Imp Prod Over	1	Vic IP 5	Combined 1		Combined 3	7
HQ Holdens	7			1		3
Prod Touring	(enduro) 4	(enduro x 2) 3		(enduro) 7	(enduro) 4	(enduro) 2
Superkarts	(Sun 1)		5	5	(Sun 1)	(Sun 1)
Formula Cars	6	2		6	7	8
RX8		(4 race) 1	(4 race) 6		(4 race) 5	
Other					F4 6	
	8.5	8.5	6.5	7.5	9	10.5

2.2 SCRUTINY

(i) Targeted scrutiny will be mandatory for all Championship rounds, with vehicles being inspected at the interval specified in the current Targeted Scrutiny Regulations. The Chief Scrutineer, or his nominee, will identify the vehicles entered for a given event to be subjected to the Targeted audit. The Chief Scrutineer will give the competitor notice at the time of documentation checking which vehicles will be required for audit and will nominate a time for **the subject vehicle to be presented to the scrutineering bay, or inspection in their garage.** Failure to present for the said audit without prior consultation with the Chief Scrutineer will result in charges under the appropriate NCR.

- (ii) NOTE: notwithstanding the above, a vehicle entered for competition and/or racing apparel may be checked at ANY TIME during a Championship event without prior notice being given, at the discretion of the Chief Scrutineers and/or the Stewards and/or the Clerk of Course.

2.3 GRID POSITIONS

- (i) Grid positions, unless specified differently in category appendices, will be determined as follows:

- First Race: based on times from the official qualifying session(s).
- Further races: Sprint Races - by the finishing order of the previous race, followed by the non-finishers in the order of the number of laps completed.
- Further Races: Enduros or handicap races – as specified in the relevant Category Appendix, and/or event Supplementary Regulations
- Any Driver failing to start a race may start the next race from the rear of grid. Should more than one Driver be affected in this way then their starting order will be determined from qualifying times for the first race.

- (ii) All drivers are advised to familiarise themselves with the CRSR and the Supplementary and Further Regulations as applicable to each round of the Championships.

2.4 DRIVERS BRIEFING

- (i) Driver's briefings may be held at each round of the Championship at a time and location to be nominated in Regulations for the event. Any driver failing to attend and sign-on at the briefing will incur a fine as prescribed in the CRSR, unless negated by the Stewards in exceptional circumstances.

- (ii) Other category drivers' briefings may be called at any time, and where attendance is compulsory, notification of such briefings shall be by bulletin issued by the Secretary of the Event. Should any subsequent compulsory briefings be called, non-attendance at these briefings will also incur penalties equivalent to that described above.

2.5 PRIVATE PRACTICE

- (i) Practice prior to a NSW Motor Race Championship event is not part of the championship. However private practice providers are requested to restrict practice on the preceding Friday to Motor Race Championship Drivers or their representatives and to Drivers undertaking their Observed Licence Test that day. Organisers are also requested to combine as many "compatible" categories (refer Compatibility Matrix in the CRSR) together as possible, given the categories running at any particular round. Listed below are the combinations most likely to occur, although entry numbers may necessitate changes:

[Click here for CSRS Compatability Matrix](#)

- Formula Race Cars and SuperSports
- Formula Vee and Formula Fords
- Superkarts (as a guide more than 10 karts required to have sessions allocated)
- Production Sports Cars and Sports Sedans
- Improved Production over 2 litres and Improved Production under 2 litres
- Production Touring and HQ Holden

- (ii) Organisers are requested to limit session times to a maximum of 15 minutes including any red flag and recovery time. Non-championship categories should be scheduled into

championship categories, once the approximate number of cars in each practice group is known.

(iii) Organisers are also requested to provide a position or session for Drivers to conduct practice starts.

2.6 ENTRIES GREATER THAN TRACK DENSITY

Subject to the provisions of the NCR where the number of entries exceeds the track racing density of a circuit they shall, in conjunction with the organiser, be culled according to the Supplementary Regulations for the event in question or the following procedure: -

- a) Priority determined by championship registration status (Registered Drivers are given priority; Non-registered Drivers are to be culled first),
- b) Vehicles that are not eligible for championship point score,
- c) The Class with the highest entries on that day will lose the slowest car based on their best race time at that circuit, then
- d) The Class with the next highest entries will lose the slowest car based on their best race time at that circuit, and
- e) The Class with the next highest entries will lose the slowest car based on their best race time at that circuit,
- a) And so on, in rotation, until the required track density is achieved noting that the organiser may accept up to 10% more entries for qualifying purposes than is permitted for racing.

2.7 QUALIFYING

(i) Unless otherwise approved by Motorsport Australia, qualifying will consist of one session scheduled for each category (or as specified in Category Appendices). The organisers are requested to limit the qualifying session to 15 minutes. The Clerk of Course at an event is requested to use their discretion, as provided in the CRSR, to allow drivers (who may not have met qualifying requirements) to run. It is requested that the only drivers who are not approved to run are Provisional Licence holders new to the circuit.

2.8 RACES

- (i) Category specific – refer to individual Category Appendices. Timed races (ie a number of minutes instead of a number of laps) may be utilised at any race meeting in 2025.
- (ii) If due to unexpected circumstances, some of the last races must be cancelled, then these races should, if practicable, be scheduled at a later event, preferably on the same circuit.

2.9 STARTING PROCEDURE

- (i) The starting procedure will be a standing start or rolling start (both non-championship) procedure as specified in the Circuit Race Standing Regulations in the 2025 Motorsport Australia Manual of Motor Sport.
- (ii) Any changes to the start procedure will be specified in the Supplementary Regulations and approved by Motorsport Australia or their representatives.

Start Procedure	
Formula Ford	Standing
Formula Vee	Standing
Sports Sedans	Rolling
Prod Sports	Standing
SuperSports Cars	Rolling
Imp Prod Under	Standing
Imp Prod Over	Standing
HQ Holdens	Standing
Prod Touring	Standing
Superkarts	Rolling
Formula Cars	Standing
RX8	Standing

Production Sports – Standing (Dry), Rolling (Wet), Rolling when combined with Sports Sedans

2.10 PARC FERME

- (i) Parc ferme requirements are category-based and are shown in the relevant Appendix.

2.11 SAFETY CAR

- (i) Organisers are requested to utilise a Safety Car for a Motor Race Championship event. The Safety Car will be used in accordance with the Circuit Race Standing Regulations.
- (ii) Drivers are reminded that it is their responsibility to do the following if the Safety Car is in use:
- Safely catch up to the car in front as soon as possible (if this is not achievable due to a mechanical problem, a driver **must** pull right off the track or enter pitlane).
 - Then maintain a maximum separation of five (5) car lengths whilst in the Safety Car “train”; again, if this is not possible pull right off the track or enter pitlane.

2.12 LAST LAP BOARD

- (i) The Last Lap board is to be shown for all races in the Championship. NOTE: an inadvertent omission to show the Last Lap Board will under no circumstances constitute any race being declare a “no race” or be permitted to form the basis of any protest.

2.13 POSTPONEMENTS AND FORCE MAJEURE

- (i) Each organiser reserves the right to postpone or cancel their round or race or vary the length of time of the race in consultation with the Stewards. Any such variations shall be in accordance with the NCR.
- (ii) If a Round is unable to be held due to force majeure an additional Round may be held on an alternative date within 2025 at any circuit that has been allocated 2025 NSW Championship rounds.

CHAPTER 3 - AWARDS AND POINTSCORES

3.1 Motorsport Australia AWARDS DINNER

- (i) Awards for 1st, 2nd, and 3rd outright and / or individual class winners for each category shall be presented at the Motorsport Australia NSW Motor Sport Awards Dinner

3.2 CLASS WINNERS AWARDS

- (i) Refer to each category appendix for details of other awards.

CHAPTER 4 - TECHNICAL

4.1 SIGNS AND MARKINGS

- (i) All competing cars must comply with the signage provisions of Technical Appendix, Schedule K in the Motorsport Australia Manual of Motor Sport, but religious reasons may be submitted for exemption for certain decals.
- (ii) All cars are required to carry the Championship identification and/or corporate sponsors decals as approved and supplied by NSW Motor Race Panel and be positioned as specified and indicated in Technical Appendix, Schedule K of the Motorsport Australia Motorsport Australia .

4.2 TYRES

- (i) See appropriate appendix for tyre regulations for each category.

4.3 IN-CAR CAMERAS

- (i) In-car cameras are permitted in accordance with the Motorsport Australia rules in force at the date of the event. In all cases, there must be a secondary restraint system installed which must be able to prevent the camera from falling off in the event the primary (normal) mounting fails. In car cameras are recommended for all competitors to assist as required with judicial issues.

4.4 TIMING

All competing vehicles must be equipped with a functioning electronic timing transmitter/transponder, in accordance with track requirements for scrutiny and all on-track sessions. The track requirements will be detailed in the Supplementary Regulations for each event. The transmitter must be positioned as specified in the Motorsport Australia Car Recognition Documents and must be fully charged at the beginning of each event. Non-compliance may result in the vehicle being issued a mechanical black flag, preventing re-entry to the track until the transmitter/transponder is correctly installed and operational.