



NAME OF EVENT	Coffs Coast Tarmac Autocross 2026
TYPE OF EVENT	Club Autocross
VENUE/LOCATION	Raleigh International Raceway

The Event will be conducted under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of Motorsport Australia, the Autocross Standing Regulations, the Motorsport Australia Motor Sport Passenger Ride Activity (MSPRA) Policy, these Supplementary Regulations and any Further Supplementary Regulations or Bulletins which may be issued. This Event will be held in accordance with Motorsport Australia's Occupational Health and Safety Policy, Integrity Policies, Legal Policies, Risk Management Policies, Safety 1st Framework and any other relevant Policy. Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au.

PERMIT NUMBER	226/1207/05
EVENT START DATE	Sunday 12 th July 2026
EVENT END DATE	Sunday 12 th July 2026

ORGANISING CLUB/PROMOTER	Coffs Harbour & District Sporting Car Club
ADDRESS	PO BOX 101, Coffs Harbour NSW 2450
EMAIL	coffsdistrictsportingcarclub@gmail.com
PHONE CONTACT	0448 775 106

CLERK of the COURSE	Martin Smith	MEMBER ID	22006753
START OFFICIAL	Ian Cristensen	MEMBER ID	1146382
SCRUTINEER	Martin Smith	MEMBER ID	22006753
CHIEF TIMEKEEPER	Ian Cristensen	MEMBER ID	1146382
STEWARD	John Martin	MEMBER ID	1601077

ENTRIES	Email to: entrieschdscc@gmail.com Entries Close: Friday 10 th July.		
ENTRY FEES	Adult entry fee \$230.00 (18+) Junior entry fee \$190.00 (14 to 17)		
MINIMUM LICENCE REQUIREMENTS	Motorsport Australia Speed/Speed Junior Licence. Including Single Event Speed Licence.		
SIGN ON, SCRUTINEERING	07:00 to 08:00	LOCATION	Club Caravan, Paddock.

Refer to the running schedule(s) section for more information.

This document is Supplementary Regulations for the above-named event. It contains ONLY additional information from the base regulations. It must be considered/read alongside the 2026 MOTORSPORT AUSTRALIA MANUAL SECTIONS;

NATIONAL COMPETITION RULES

[National-Competition-Rules-NCR.pdf](#)

SPEED EVENT APPENDIX AUTOCROSS STANDING REGULATIONS

[Autocross-Standing-Regulations.pdf](#)

Appropriate TECHNICAL APPENDICES. Example Schedule A, B, D, E, F, G, H, I... etc

[Technical Appendix](#)

Where any information in this document conflicts, the Motorsport Australia source/value takes precedence.

TABLE OF CONTENTS

TABLE OF CONTENTS	3
1. PREAMBLE	4
2. LEVEL OF COMPETITION	4
3. TERMS.....	4
4. ADMINISTRATION.....	4
5. THE TRACK (COURSE).....	5
6. ENTRIES	6
7. ORIENTATION.....	9
8. EVENT SCHEDULE.....	9
9. COMPETITION.....	Error! Bookmark not defined.
10. PADDOCK & MARSHALLING AREA	10
11. GRID	11
12. GRID LAYOUT	11
13. START PROCEDURE	12
14. FINISH PROCEDURE	13
15. RE-RUNS	13
16. TIMING & COMPETITION	14
17. FUEL	14
18. LIGHT/FLAG SIGNALS	15
19. FLAG/LIGHT SIGNAL LOCATIONS	16
20. PENALTIES	17
21. INTEGRITY.....	17

1. PREAMBLE

An Autocross is a motorsport event conducted on a sealed or un-sealed course. It is a type of speed competition. It is NOT a race. It involves up to three automobiles simultaneously and is conducted on a licensed course against the clock.

2. LEVEL OF COMPETITION

The Autocross will be a Club level competition event.

Vehicles shall be classified into groups based on the Motorsport Australia Technical Appendices.

3. TERMS

Terms used in these Further Supplementary Regulations:

Event:	Defines the whole activity
Competitor:	Owner of an automobile entered in the meeting
Driver:	Driver of an automobile in the meeting
Venue:	Raleigh International Raceway
Track:	The bitumen circuit (full length clockwise).
Event:	Coffs Coast Tarmac Autocross 2026

4. ADMINISTRATION

Authority

As per Motorsport Australia National Competition Rules (which from now be referred to as the NCR), Autocross Standing Regulations, these Supplementary Regulations and any following related approved Bulletins or further Regulations.

Cancellation of the Meeting

The Organiser reserves the right to postpone or stop the Event in accordance with the NCR.

5. THE TRACK (COURSE)



Legend

	Approximate Timing Start
	Approximate Timing Finish
	Section not used
	Track exit.

Track Configuration

A Motorsport Australia Track Licence valid for Autocross has been issued.

The length of the circuit shall be approximately 1050m

Direction of travel is in a clockwise direction

The track surface comprises of bitumen with some concrete edging.

Track Medical Response

A qualified First Aid Officer & Patient Transport Vehicle.

6. ENTRIES

Requirements (Note: No entries on the day)

Entries will also be accepted until the closing date:

Please submit the following completed forms:

1. Entry form
2. Statement of conformity
3. Proof of club membership (any MA affiliated club)
4. Safety Checklist
5. Proof of required Motorsport Australia license

Entry is subject to the complete payment of the appropriate entry fee. Maximum number of entries is 50.

Entry Conditions

Entries subject to the following conditions:

Entries must be received before close of business on the stated date

Must be supplied with a completed official entry form

Entries accepted in order of receipt unless otherwise specified.

The Organisers may refuse any entry in accordance with NCR.

Entries from competitors under 18 years of age must be counter signed/consented to by a parent/guardian.

All competitors & drivers must have signed the Motorsport Australia Risk Warning, Disclaimer & Indemnity, Drivers briefing sign on sheet as well as the Motorsport Australia Statement of Vehicle Compliance forms prior to driving onto the competition surface.

Eligible Vehicles

All vehicles must comply with Motorsport Australia Manual Technical Appendix Schedule A & B. The Organiser reserves the right to split or combine classes.

Eligible vehicle categories and classes

A vehicle who has no major roof supports between the AB pillar and C pillar is considered in the open category ie Open wheeler, convertible. All other vehicles are considered enclosed i.e. production-based car.

Nominal engine capacities for vehicles with forced induction will be multiplied by 1.7 for petrol and 1.5 for diesel to determine their effective capacity.

Classes based on effective capacity

- | | |
|---|---|
| A | 2WD under 2000cc |
| B | 2WD over 2001cc |
| C | AWD under 2000cc |
| D | AWD 2001cc to 3000cc |
| E | AWD over 3001cc |
| F | Specials including Open Vehicles. |
| G | Any vehicles not complying with the above classes |

Scrutineering

All vehicles including those with logbooks, including driver apparel will be checked at scrutineering before competition commences.

If the competition vehicle is not owned and/or registered in the Competitors name, a completed Automobile Legal Owner's Declaration must be presented at scrutineering/check-in.

All vehicles: must comply with Schedules A & B of the Motorsport Australia Technical Appendix (as specified in the Motorsport Australia Manual), including:

At least 1 fire extinguisher with a minimum capacity of 900g meeting AS1841 and fitted within reach of the driver. Must have been serviced within 3 years of the manufacture date. (Refer Schedule H)

A blue triangle, 150mm on each side mounted to indicate the battery location plus an additional blue triangle with 60mm sides if cockpit fitted. (Refer Schedule B)

A secondary method of securing the bonnet. (Refer Schedule B) Note: Road Registered cars fitted with the original manufacturers 2 stage bonnet locking system is considered as having two securing systems.

All forward facing glass lenses to be completely covered by a protective film. (Refer Schedule B)

All loose objects are to be removed from the car.

The battery is to be firmly clamped, and the live terminal insulated. A power cut-out switch easily accessible by Fire/Rescue is required (not required on road registered vehicles).

Competition numbers are to be positioned on at least the left side of the vehicle and must be of a contrasting colour to the surrounding bodywork. They must be fitted to the vehicle prior to scrutineering and must comply with Schedule K Markings on Automobiles of the Motorsport Australia Manual. "Shoe polish" numbers or similar temporary numbers are acceptable but must be easily determined by grid and/or starting officials from a minimum distance of 10 metres.

Drivers and vehicles must be presented to scrutineering in a clean and tidy manner, completely ready for the track including the driver's apparel and helmet. Any tyre or component changes to the vehicle after scrutineering must be approved by the Chief Scrutineer before the vehicle is taken onto the track.

Any vehicle found to be leaking oil or fluids whilst competing will be suspended from the event until the Chief Scrutineer / Clerk of the Course is satisfied that action has been taken to rectify the leak. Should there be a re-occurrence of the leak then the vehicle will be excluded from the remainder of the Event.

All vehicles must be fitted with towing points both front & rear to allow for the speedy removal of a vehicle from a "sand trap" or removal from the circuit in the case of a mechanical failure. A Road Registered vehicle fitted with OEM tow points shall be deemed to have satisfied the requirement to fit visible towing points if it both front and rear towing points have clearly visible indicators fixed to the external bodywork of the vehicle signifying each towing points location.

Commercial Fuel may only be used and must be in accordance with Schedule G of the Motorsport Australia Manual. The use of Nitrous Oxide is prohibited.

All video cameras, data loggers and other removable electronic devices must be securely fixed to the vehicle in accordance with the manufacturer's instructions. Where suction cups are used, a secondary tether sufficiently strong enough to prevent the unit moving within the vehicle should the suction cup/s release must be used.

If the competitor wishes to compete in wet weather, windscreen wipers, headlights and taillights need to be operational.

A sticker or mark may be issued by scrutineering confirming that the vehicle has been given permission to compete.

Competitors exiting the track after a competition run may be redirected as a group to scrutineering for a random compliance check.

Driver Apparel & Safety

As per Motorsport Australia Manual Technical Appendix Schedule D, noting the following:

A helmet that complies with AS1698 or better must be worn and carries marking to that effect or is otherwise approved by Motorsport Australia (refer to Schedule D). Helmets must be in good condition with no visual signs of damage.

The use of Frontal Head Restraint is required for all vehicles that have a Motorsport Australia Logbook and whose classification requires the use of an FHR. Logbook Category 7 and Road Registered vehicles are not required to use an FHR.

Minimum, Non-flammable clothing from wrists to neck to ankles.

Minimum fully enclosed shoes preferably with leather uppers.

For a driver of an open car, a full-face helmet and gloves are highly recommended. Goggles or a visor with a lens material other than glass (i.e., to AS1609:1981) is mandatory.

Flame retardant underwear and socks are not mandatory, however, are recommended.

With the exception of Open Vehicles, Drivers must have the driver's window up while on the circuit, unless an approved window net is used. Vehicles that do not have a supporting structure between the tops of the windscreen pillars and those of the rear window (if fitted), are Open Vehicles even if fitted with detachable hard or soft tops. If an Open Vehicle is fitted with a safety cage that allows an approved window net to be fitted, that window net must be used.

Multiple Entry of Automobile

Maximum two (2) drivers per car. If both drivers qualify within the same 3 vehicle group, one of the drivers may be placed in an alternative group to facilitate driver changes. It is up to the multiple entrants to manage a safe and efficient driver change without delaying other competitors.

Replacement Vehicles

At the sole discretion of the Clerk of the Course, a driver whose vehicle has broken down, may use a replacement vehicle. The replacement vehicle must have been scrutineered and preferably be in the same class and type as the original vehicle. Where the original vehicle has recorded a time and the scrutineered replacement is not in the same class and type as the original vehicle, the replacement will not be eligible for prizes and / or trophies.

Drivers Briefing

A drivers briefing shall be conducted prior to practice on the grid. It is compulsory for all drivers to be present at this briefing, unless arrangements are made otherwise with the Clerk of the Course

A driver sign-on sheet must be completed by all drivers at the briefing as proof of attendance. Penalties may apply for not attending drivers briefing or not signing on including possible exclusion from the Event.

7. ORIENTATION

Orientation and qualifying are mandatory. The Organiser reserves the right to prevent a competitor from continuing, if their performance in orientation, qualifying or competition is deemed unsatisfactory.

8. EVENT SCHEDULE

PROVISIONAL TIMETABLE				
Note: Times are estimates only & may vary. All efforts are made to advise of timetable changes				
Entries Close	17:00 hrs	Friday 10 th July		
Event Begins	07:00 am	Sunday 12 th July		
Scrutineering Sign-on	7.00 am to 8.00 am	All new licences (Motorsport Australia) to be finalised on <u>Saturday</u> prior to the Event.		
Cars to Grid	8.00 am			
Drivers Briefing	8.15 am	Grid Area		
Reconnaissance Run	8.30 am	Single File	2 Laps	
Qualifying	9.00 am	3 Cars @ a time Single car release Start	4 Laps	Quickest single lap counts
5 (or more) Heats of Competition	10:15 am to 4:00 pm	3 Cars @ a time Single Release Start	4 Laps per Heat	Best Heat Counts (Addition of all 4 laps in a heat)
Presentation	4:30 pm	Canteen Area		
Event Closes	5:00 pm	Sunday 12 th July		

9. QUALIFYING

Qualifying

Qualifying vehicle release order will be based around vehicle category, class and at the discretion of the Organisers. Vehicle release for Qualifying will be a single vehicle at a time approximately 10 seconds apart. The quickest individual lap time (shortest time) of the four qualifying laps will determine the qualifying time. The qualifying time will determine the grid positions for the heats throughout the rest of competition. A competitor may appeal to the Clerk of the course if they feel their qualifying run was compromised and a re-run is sought. Any re-run will be at the discretion of the Clerk of the Course and/or Steward. Should two or more drivers get equal qualifying times, the second shortest lap time will be considered to determine the heat grid positions. The higher place will be awarded to the driver with the shortest second shortest (quickest) individual lap time.

Any vehicle or competitor may have their starting, qualifying or grid order revised by the organisers at the discretion of the Steward and/or Clerk of the course.

Vehicle Category/Type Separation

The competition will comprise heats for “open” category vehicles and enclosed “bodied” vehicles. Automobiles from different categories will run separately in the heats and qualifying.

Automobiles that have left the track may only return to the track when it is safe to do so, taking into account the presence of other automobiles.

Results Awards

Provisional results will be available throughout the competition (refer to timing information).

A presentation of results and awards will follow the conclusion of runs on the same day as competition, once the provisional results are calculated.

Final results and awards will be broadcast in the days following the event on Social Media, the Coffs Harbour & District Sporting Car Club website and emailed to members who have subscribed.

Awards:

1st, 2nd & 3rd Outright

Ladies 1st, 2nd & 3rd

Juniors 1st, 2nd & 3rd

1st in each Class.

Trophies will be awarded for Outright, Ladies and Junior categories only.

Note: To be eligible for a class award at least three vehicles must be competing within that same class.

Awards for class awards will not be available at the presentation. They will be forwarded to eligible competitors after the Event.

Protests

Protests must be lodged in accordance with the NCR.

10. PADDOCK & MARSHALLING AREA

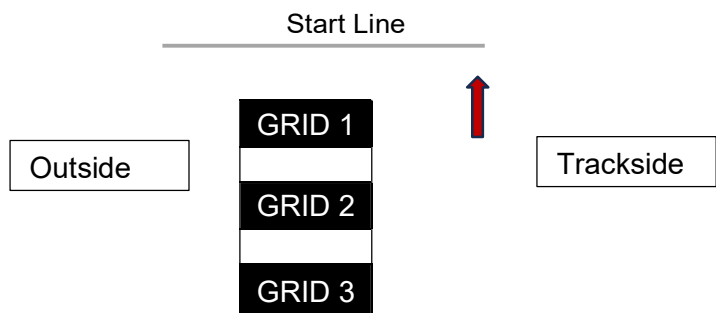
Speed in paddock shall not exceed 10 kph, failure to comply with this limit, if reported to the Stewards, may result in a penalty being applied.



11. GRID

No work may be carried out on automobiles on the grid, except on the grounds of safety, and only with the approval of the Chief Scrutineer.

12. GRID LAYOUT



The grid shall consist of 3 automobiles.

The vehicles will be released individually at an appropriate interval as determined by the Clerk of the Course

If there is a non-starter(s) the starting position(s) on the grid may be filled by the proceeding or preceding competitor. Position 1 is determined by the quickest (shorter) time from the best qualifying lap, Position 2 is the second quickest time from the best qualifying lap and so on.

13. START PROCEDURE

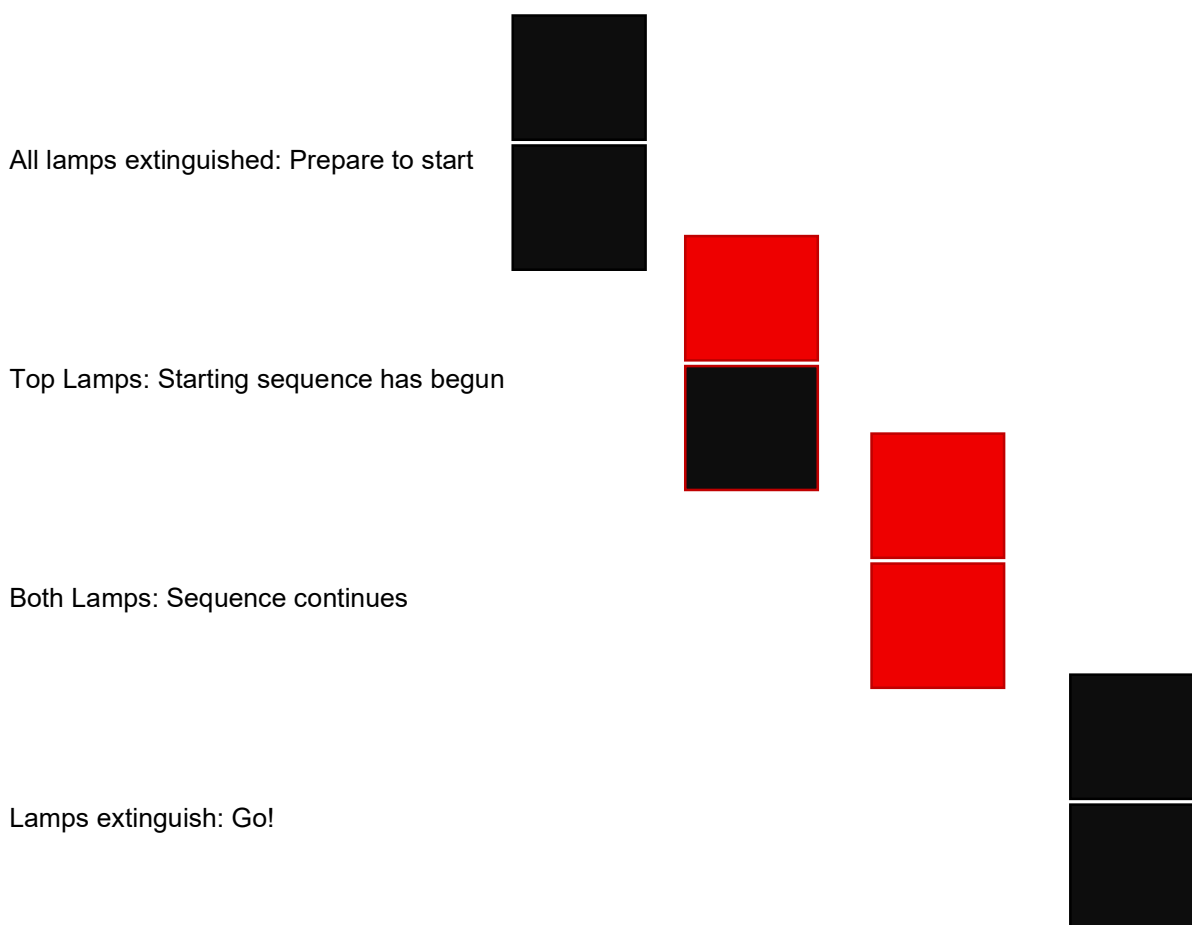
Starting Orders

Each driver and automobile is considered to have come under “Starters Orders” on arrival at the start grid. Having come under starters orders, such driver and automobile shall be considered to have started.

Failure to proceed to the allocated start line on the grid when directed to do so may involve forfeiture of the run.

Starting Procedure - Competition

Automobiles will start one at a time, from a standing start, with engines running. The minimum requirement after the starter is satisfied that all is in order shall be:



When all lamps extinguished leave the start line beginning the run.

Complete sequence takes approximately 5 seconds.

Approximately 5-10 seconds later the lamps will re-illuminate to begin the sequence for the next grid position to start. Repeated for the third and final grid position.

If the driver does not attempt to start within 5 seconds of the start signal, there run may be cancelled and the vehicle removed from the grid without the option of a re-run for that heat.

Note: The timing is not started when the vehicle leaves the grid, but when the vehicle crosses the sensor after the start line. There is NO warm up or warm down lap.

If a technical issue or equipment failure deems it necessary, an alternative starting system may be employed.

Jumping the Start

A driver starting when red lights are illuminated, or before the start flag is raised, shall be penalised 30 seconds, which will be added to the drivers time for the heat.

The stewards shall have the power to increase any specified penalty and/or to apply other penalties.

14. FINISH PROCEDURE

Lap Counter:

Display Number 4 = 4 laps to go

Display Number 3 = 3 laps to go

Display Number 2 = 2 laps to go

Display LL = Last Lap

Finish Signal: Chequered Flag Flashing = End of session – return to paddock.

Note: The timing is completed when the vehicle crosses the sensor (finish timing line) refer to timing finish on map for approximate location. Therefore, after the fourth lap is completed, vehicles must slow and then exit the track. There is NO warm down lap!

Stopping the Race

Should it be necessary to stop a race because the track is blocked by an accident, or due to weather or other conditions which may make it dangerous to continue, the Clerk of the Course shall order the red flag or lights to be displayed at each flag/light position. When the signal is given, each automobile shall immediately reduce speed and not overtake another competing automobile, in the knowledge that:

Heat/Qualifying results shall be based on the completed laps before the lap in which the red flag/light is shown (or a re-run).

Competing automobiles and service automobiles may be on the track. The track may be totally blocked because of an accident.

Weather conditions may have made the track undriveable at competition speed.

Drivers are to proceed at significantly reduced speed around the track to return to the paddock and follow the instruction of marshals whilst waiting on a decision of a re-run.

15. RE-RUNS

A re-run will be permitted:

1. If the timing apparatus fails.
2. If a red light or flag has been shown during competition and the Clerk of the Course and/or Stewards determine to have a re-run.
3. In other circumstances as may be granted at the discretion of the Clerk of the Course and/or Stewards.

Any warnings or penalties applied in the original run will apply for the re-run

16. TIMING & COMPETITION

Timing will be carried out to an accuracy of at least 0.001 second. The timing equipment will utilise the “MyLaps Timing System” incorporating an under circuit sensor to detect the passage of transponders (attached to competitive vehicles). All vehicles will be issued a transponder that must be mounted vertically on the vehicle with nothing blocking the view to the ground. It is the competitors responsibility to have the transponder mounted correctly to ensure correct timing takes place. The above described will be the only official times for results – NO third party equipment will be recognised to determine results.

Competition will consist of 5 or more heats. Competitors within each heat will complete 4 laps in succession.

Times for each individual lap will be added together to create a “Total Heat Time” including any penalties. The quickest (shortest) “Total Heat Time” will be used to determine the placings.

Therefore, only a competitor’s best heat will count towards their overall placing.

Should two or more vehicles have the same “Total Heat Time”, the higher place will be awarded to the vehicle with the second shortest total heat time, if necessary, the third shortest total heat time and so on.

Timing will be available on the screen in the parking area near the dummy grid.

Qualifying starting order = Based on class and category determined by organisers (slowest to fastest). Grid Positions for Heats = Based on quickest (shortest) qualifying lap (individual time for L1 or L2 or L3 or L4) (fastest to slowest)

Total Heat Time = Based on sum of laps during heat (L1+L2+L3+L4)

Placings = Based on best total heat time (quickest Total Heat Time) (fastest to slowest)

17. FUEL

As per Motorsport Australia Technical Appendix Schedule G – Fuel

18. LIGHT/FLAG SIGNALS

Warning Lights and/or Signals

Please find below a description of the lights/flags that may be used.



FLASHING

RED

Stopping the race
or practice



BLACK & WHITE CHEQUERED

Finishing flag
– end of race or
practice



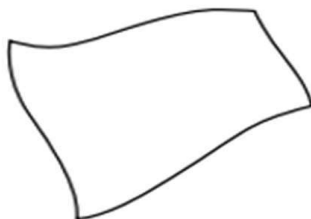
BLUE

Overtaking signal



GREEN

All clear ahead



WHITE

Slow moving vehicle
or service vehicle
on the track ahead



YELLOW

Danger ahead – slow
and be prepared to
take avoiding action



YELLOW WITH RED STRIPES

Deterioration of
adhesion /
slippery surface
ahead

19. FLAG/LIGHT SIGNAL LOCATIONS



The organisers reserve the right to move or change the location or function of any Warning/Status light(s) or flag(s) before or during the event for the matter of safety.



Approximate Flag/Signal locations



Approximate Starting, Chequered Flag Signal and lap counter location



Approximate starting line location

20. PENALTIES

Art/No	Infringement	Penalty
8.3	Non-attendance, no signature on attendance document, or late attendance, at documentation/scrutiny	\$100 fine at discretion of Clerk of the Course
8.4	Failure to Practice	Exclusion from Meeting
8.5	Driving considered to be unsatisfactory	Exclusion from Meeting
8.9	Exceeding Speed limit in Paddock	Reported to the Steward/s
8.10	Jumping Start before red light extinguished	30 Seconds
8.11	Incidents on Track	Decision of the Steward/s
8.12	Failure to respect flag signals	Report to the Steward/s
8.13	Striking a Penalty Marker	5 seconds per marker
8.14	Short Course Penalty to take advantage	Discretion of Clerk of the Course
8.15	Leaving the start line before indicated to do so	Exclusion from Event
8.16	Late arrival at assembly area	Forfeiture of Run
8.17	Wrong circuit taken	5 Second Penalty

21. INTEGRITY

Smoking (including e-cigarettes and vaping) and any naked flame is prohibited within 3 metres of any refuelling or defueling operation.

Motorsport Australia's National Integrity Framework and relevant Policies, including the Australian Anti-Doping Policy, Illicit Drugs in Sport (Safety Testing) Policy and the Alcohol Policy, apply to any activity sanctioned by Motorsport Australia.

Any participant including the holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol, any drug or other banned substance. In addition to any penalty imposed by Motorsport Australia, a further penalty/s may be applied by Sport Integrity Australia.

Consumption of alcohol in any Reserved Area is prohibited until all Competition is concluded each day.