



**The Jaguar Drivers Club of Australia
Round 6 CSCA Super Sprint**

Sunday 19th October 2025

**Sydney Motorsport Park
(Eastern Creek Raceway)
North (Druitt) Circuit**



SUPPLEMENTARY REGULATIONS JDCA SUPERSPRINT 2025

1. **Authority:** The Event will be conducted under the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of Motorsport Australia, the Supersprint Standing Regulations, The Motorsport Australia Passenger Ride Activity Policy the Motorsport Australia Come and Try Policy, these Supplementary Regulations and any Further Supplementary Regulations or Bulletins which may be issued. The Event will be conducted under and in accordance with Motorsport Australia OH&S, Safety 1st, Integrity and Legal, and Risk Management Policies. 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. In addition, the event will be conducted in accordance with the Motorsport Australia Return to Race Strategy and applicable NSW Government Public Health Orders and exemptions.

2. **Motorsport Australia Permit No:** **225/1910/02**

3. **Promoter/Organising Club** **Jaguar Drivers Club of Australia (JDCA)**
PO Box 1485 Macquarie Park NSW 2113

4. **Type of Event** **Multi-Club Super Sprint. Round 6 of CSCA Series for 2025**

5. **Date** **Sunday 19th October 2025**

6. **Venue** **North (Druitt) Circuit, Sydney Motorsport Park**

Location **Gate A, Ferrers Road, Eastern Creek NSW**

Fuels available at circuit **Fuel is available**

7. **Track Surface** **Bitumen...** **Track Length** **2.8 kms** **Direction** **Anti-clockwise**

8. **Officials.**

<u>Clerk of Course</u>	Nick Goring	MEMBER ID 1081960
Mob	0431 504 101	

<u>Event Secretary</u>	Lionel Walker	MEMBER ID 888262
Mob	0412345331	

<u>Assistant Event Secretary</u>	Tony Pallas	MEMBER ID 9919446
Mob	0425207229	

<u>Chief Steward</u>	Lester Gough	MEMBER ID 887387
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<u>Second Steward</u>	Wendy Maher	MEMBER ID 9710360
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<u>Chief Scrutineer</u>	David Healy	MEMBER ID 9767169
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<u>Chief Timekeeper</u>	Eldee Timing Solutions	MEMBER ID 9766753
	Lisa Drayton	

9. Event Format

i) Vehicles will be divided into groups of Vehicles based on previous lap times recorded at the same circuit in the same vehicle. Group 1 will be for Open Wheel and Clubman Style Vehicles (lightweight with little protection). Where possible similar types of vehicles will be grouped together. In the event that a Driver has not competed at the track before, he/she will be placed in the "slowest" group to determine their appropriate group, or if times are available from another circuit then they may be placed in a group relative to those lap times.

ALL VEHICLES will be Gridded Fastest to Slowest

ii) Vehicles will be started in single file up to 2 seconds apart. Vehicles must not overtake another vehicle until such time as they first pass the start/finish line EXCEPT in the case where another Driver indicates that he/she can be overtaken. There will be a maximum of **20** Vehicles per run (14 cars per grid row).

Each run will comprise of a **Minimum of 6 minutes**, from the time the first Competitor passes the timing point, with the time for the fastest single lap being used for results. This will NOT include the warm up and cool down laps

Proposed **minimum number of runs on the day 4**

(Note: The Event will not be concluded when this minimum is achieved. Event will only be concluded early for safety reasons or if no Competitors available)

iii) Track Entry and Exit

Track Entry for Session: Form on Dummy Grid (Western End of Pit complex) in nominated order, under control of Dummy Grid Official.

Track Exit for End of Session (Chequered Flag): Pit Lane

Track Exit for Red Flag or When Track is Live: Pit Lane

Note: Grouping of pairs of cars to form a 'mini-race' anywhere on the circuit is NOT permitted, and action will be taken by the Clerk of the Course if such an incident takes place.

10. Familiarisation Session.

There will be no familiarisation laps. Drivers that have not previously competed at this track must advise the Secretary of the Event prior to Event. If they have competed at another track, those times will be assessed and the driver will be placed at the rear of an appropriate group. Those drivers who do not have times will be placed at the rear of the slowest timed group. All first timer drivers will be spoken to after the drivers briefing by the Clerk of Course.

11. Entries.

- a. Maximum number of Driver entries for the Event: **100** Reserves: **10**
- b. Maximum number of Drivers per competitor **2**. Dual entry acceptance will be at the discretion of the organising club.
- c. Members of the following invited Clubs are eligible to enter

Austin Healey

Morgan Owners Club

Club Lotus Australia

Triumph Sports Owners Club

Sprite Car Club of Australia

Jaguar Drivers Club of Australia

MG Car Club Limited (Sydney)

MG Car Club (Newcastle)

MX5 Club (NSW)

Plus other Motorsport Australia Affiliated Car Clubs at the discretion of the Secretary if it is not a full entry from CSCA clubs.

d. **General Opening Date:** 15th September 2025

e. **Entry Fee** **\$295 using Motorsport Australia Event Entry**
 + \$20 if hiring a Dorian Timing Unit
 + \$15 if purchasing Dorian mounting bracket

Entries will be accepted in order of receipt when all information requested is supplied and with payment of the appropriate fee.

Payments are to be made via Motorsport Australia Credit Card.

Motorsport Australia Credit Card is available when you enter online with Motorsport Australia Event Entry. NOTE: A Transaction fee will be charged.

f. **Closing Date:** 13th October 2025

g. **Entries only accepted via the Motorsport Australia Event Entry via the member portal on the website <https://motorsport.org.au/>**

h. Entries from Drivers between 15 and 18 years of age must be counter-signed/consented by a Parent or Legal Guardian on the official entry form.

i. Entries may be refused in accordance with the NCR. Email confirming acceptance of entries will be sent to each Competitor (only for entries received more than 5 days before the Event).

j. If a competitor advises the Event Secretary that he/she is unable to attend the Event, the following procedure regarding a refund applies:

Refunds will be given to Competitors who notify the Event Secretary of their withdrawal up to 2 days before the event. No refund for cancellation after that day. Refunds will be less \$10 for administration.

k. Any vehicle presented for Scrutineering will for the purpose of the entry be deemed to have competed.

l. Carports and garages are on a first come basis at no extra cost.

12. Minimum Licences:

Current Motorsport Australia Level Speed/Speed Junior Licence or superior and a current *club membership card of a Motorsport Australia-affiliated Car Club* are compulsory and will be checked online.

13. Drivers Safety.

Drivers must wear apparel which all complies with Schedule D of the current Motorsport Australia Manual.

- (a) A helmet that complies with AS1698 or better and carries marking to that effect or otherwise approved by Motorsport Australia (see Schedule D of the General Requirements for Cars and Drivers, in the current Motorsport Australia Manual). Helmets must be in good condition with no visual signs of damage.
- (b) **Frontal Head Restraints (FHR)** must be used in accordance with Schedule D Table 1.4 of the current Motorsport Australia manual.
- (c) Non-flammable clothing extending from ankles to neck to wrists must be worn. Clothing of flammable synthetic material such as nylon is not acceptable. The onus will be on the competitor to prove that older overalls/suits still have fire-resistant properties and are not impregnated with oil or fuel.
- (d) Flame retardant underwear and socks is not mandatory however they are recommended. A flame-retardant balaclava is not mandatory however, a motorsport standard flame-retardant balaclava is recommended.
- (e) Shoes compliant with FIA8856-2000 or shoes which completely cover the feet, made entirely of leather or flame-resistant material must be worn. Shoes which have a leather upper, but which includes elasticised ankle regions are acceptable. If drivers choose to wear such flammable materials it must be at their own risk.
- (f) Gloves are not mandatory; however, the use of FIA standard flame-retardant gloves are strongly recommended. Also, see (g) below.

- (g) For a Driver of an open vehicle, a full-face helmet is highly recommended. Goggles or a visor with a lens material other than glass (i.e. to AS 1609:1981) is mandatory as are leather or Nomex gloves which entirely cover the hands.

14. Vehicle Categories & Classes

See attachment marked "CSCA CLASS TABLES 2025"

Rotary and forced induction engines are subject to capacity multipliers as follows:

Rotaries – multiply by 1.8

Forced Induction – multiply by 1.7

Forced Induction Rotaries – multiply by 3.06

Note: The Organisers may re-classify any vehicle if they believe it is not eligible for the class in which it has been entered.

15. Scrutineering Requirements

- (a) All vehicles are to be available for random scrutiny and must comply with Schedules A & B of the Motorsport Australia General Requirements for Automobiles (as specific in the current Motorsport Australia Manual), including:

- A fire extinguisher to Motorsport Australia requirements fire extinguisher with a minimum capacity of 900g meeting AS1841 and fitted within reach of the Driver. Refer Schedule H of the current Motorsport Australia Manual of Motor Sport.

Note: Age requirement of 3 years from date of the manufacture.

- A blue triangle, 150mm on each side, mounted to indicate the battery location.
- A secondary method of securing the bonnet. **Note!** Road Registered cars fitted with the original manufacturers 2 stage bonnet fastening system are considered to have two securing systems.
- All forward facing glass lenses to be completely covered by a protective film.
- All loose objects are to be removed from the car.
- The battery is to be firmly clamped.

- (b) **Competition numbers are to be positioned on both doors of the vehicle and of a height no less than 28centimetres and must be clearly legible to the timekeeper / flag marshals / all officials around the track and be of a contrasting colour to the surrounding bodywork. Numbers must not be on glass. Dual entry numbers must be shown to the Scrutineer. Self-adhesive numbers will be available for purchase on the day at documentation. Cost is \$2.50 each. Refer Schedule K of the current Motorsport Australia manual.**

- (c) Drivers and vehicles must be presented 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 self-scrutiny must be approved by the Chief Scrutineer before the vehicle is taken onto the track.**

- (d) Any vehicle found to be leaking oil or fluids whilst competing, will be suspended from the event until the Chief Scrutineer / Clerk of 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.

- (e) All vehicles must be fitted with towing eyes/points, or a similar device on 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. **Competitors acknowledge by entering this event, that vehicles may sustain some damage during a recovery, especially if no tow hook is present.**

- (f) **All video cameras, data loggers & other 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 item moving within the vehicle, must be used. The Chief Scrutineer will be deemed a Judge of Fact on the approval of any fitting inside the cabin. Cameras must be fitted and approved at pre-event scrutiny. The Event Organiser reserves the right to impound such cameras in event of a Critical Incident.**

- (g) Fuel must be in accordance with Schedule G of the current Motorsport Australia Manual.

16. Noise.

Maximum Noise Limit: 95 dba at 30 metres.

Any vehicle found to exceed the maximum noise emission limit will be suspended from the event until the Chief Scrutineer / Clerk of the Course is satisfied that action has been taken to bring it within the limit. Any vehicle that exceeds the limit on two runs will be excluded from the remainder of the Event. If a vehicle exceeds the noise limit on any lap or laps within a run then only those laps in which the vehicle conformed to the requirements will be allowed for the purpose of the results.

17. Pre-Event Scrutineering at Circuit

All vehicles entering will be subject to Scrutiny.

1) Vehicles which are in the Targeted Scrutiny System will be audited either at the 4th Event since their most recent Audit, or if more than 12 months have elapsed since their most recent Audit, whichever comes first, or at the discretion of the Chief Scrutineer;

2) All log booked vehicles must have their logbooks presented to the Chief Scrutineer at Scrutineering and are not required for pre-event scrutineering but will be checked during the meeting.

3) All other vehicles will be required for Pre-event scrutineering.

4) All Competitors must complete the Self Scrutiny form before competing. Each driver is required to perform their own self-scrutiny of vehicle and apparel and submit completed and signed forms: (links below):

• Motorsport Australia Self Scrutiny Checklist.

• Statement of Vehicle Compliance.

These are to be printed, completed, signed, scanned and emailed to the JDCA Event Secretary (lionalwalker@bigpond.com) electronically on entry to the Event. Blank templates of these forms are available in Motorsport Australia Event Entry when entering the Event or links above.

Note: Random spot checking may be conducted during the day.

Vehicle numbers, signage and functioning timing transmitters must be in position on the vehicle BEFORE the vehicle is checked for scrutiny.

Cars will be checked by the scrutineers as early as possible for conformity including:

- Check the conditions of eligibility of a vehicle or a competitor at any time during the Event.
- Any vehicle or Driver may be prohibited from any session for safety reasons. The Clerk of Course may require any vehicle involved in an accident to be stopped and checked.
- Scrutiny shall be carried out by duly appointed Officials who shall also be responsible and authorised to give instructions to the Competitors for the operation of parc fermé.
- The Event will not be delayed due to late arrivals. It is the Driver's responsibility to ensure their vehicles are Scrutineered before the scheduled starting time of the Event.

18. Self-Extraction Testing.

It is a Motorsport Australia requirement that all drivers are to pass a self extraction test. Drivers that have not been tested at the earlier 2025 CSCA events, will be required to undertake a test during this event. The scrutineers will be managing this process. Further details will be provided when vehicles are presented for scrutineering. See also <https://motorsport.org.au/regulations/safety-integrity/self-extraction-requirements/>

19. Drivers' Briefing

A Drivers' Briefing will be held in the **Hinxman Room at 8.30am**, unless otherwise advised. Attendance by all competitors is compulsory. **Further information may be given on the day using the public address speaker system. Driver sign-on sheets must be completed by all drivers.**

20. Event Schedule. Start time **9.00 am** Finish time **4.30pm**

It is requested that all vehicles in Group 1 form their vehicles up on the dummy grid from 8.45am so that there is no delay to the start of the Event.

21. 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 vehicle will not be eligible for prizes and/or trophies.

22. Timing Equipment and Accuracy

Dorian timing will be utilised to an accuracy of .01 seconds.

Those Competitors who don't have a Dorian Timing unit can hire a unit from the organisers for \$20 per day. Each Competitor MUST have a Dorian unit. Brackets for affixing to the Vehicle can be purchased at \$15 each, and are HIGHLY recommended as per manufacturer's installation instructions, with NO metal materials between the Dorian and the track.

23. Results. A set of results will be available to all Competitors within 5 days of the Event. Results will be available on the www.natsoft.com.au

24. Prizes / Awards. **Trophies will be awarded as per CSCA guidelines.**

25. Authority of Officials.

- a) Any Competitor or Driver not following a reasonable instruction by an official during the Event may be excluded at the discretion of the Stewards of the Meeting.
- b) The Clerk of the Course is the Judge of Fact and the facts subject to judgement are contained in the Supplementary Regulations, any Further Regulations and current SSP 01 Super Sprint Guidelines

26. Medical Facilities. **ARDC - Ambulance Service Australia**

27. Crash Rescue and Fire Fighting Facilities: **Clark Motorsport Safety
Nathan Clark 0401504617**

28. 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.

29. Protests. Any protests must be made in accordance with the NCRs.

30. Postponement & Cancellation. The Organiser reserves the right to postpone or stop the Event in accordance with the NCR.

31. Integrity. Any holder of a Motorsport Australia 'Competition' or 'Officials' li Smoking (which includes e-cigarettes and "vaping") and any naked flame is prohibited within 3 metres of any refuelling/defueling operation. Motorsport Australia's National Integrity Framework and any associated policy (including the Australian Anti-Doping Policy. Motorsport Australia's Illicit Drugs in Sport (Safety Testing) Policy, the Motorsport Australia Alcohol Policy), apply to any activity authorised by Motorsport Australia as published at www.motorsport.org.au. Any Participant including the holder of a Motorsport 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.

32. Refreshment Facilities available. At the 'Garage' Café above garage 1.

33. Additions and/or Alterations.

Any additions and/or alterations to these Supplementary Regulations will be notified to all Drivers in the Final Regulations or during the Drivers' Briefing.

Revision Date: July 2025

CSCA Class Tables from 2025

	Class AB	Class CD	Class M	Class P	Class R	Class S
Preamble	Classic Performance Cars & Modified Classic Road Cars Pre-1986 & run-on classic road cars with limited modifications permitted	Pre-1986 & run-on classic cars that are generally prepared for competition	Production road cars Post 1985 Excluding 4WD Turbos ¹	Post 1985 modified and performance road cars & pre- '86 cars with post- '85 performance upgrades Excluding 4WD Turbos ¹	“Competition Cars” production race cars, closed and open & 4WD Turbos¹	“Formula Libre” Open-wheelers, clubman and other kit/limited production cars
Road Registration	Required	Optional	Required	Required	Optional	Optional
Bodywork	Standard appearance & materials. Guards maybe pumped but additional flairs not permitted. Aero screens not permitted Std aero devices permitted	Standard appearance with following modifications allowed: Removable panels free. Flared guards permitted. Aero devices permitted Soft tops maybe removed	Standard appearance & materials. Guards maybe pumped but additional flairs not permitted. Aero screens not permitted Std aero devices permitted	Standard appearance with following modifications allowed: Removable panels free. Flared guards permitted. Aero devices permitted.	Free	Free
Interior	Accessories and functions as original. inc electricals and mechanicals except front seats may be replaced	Free	Accessories and functions as original. inc electricals and mechanicals except front seats may be replaced	Accessories and functions as original. inc electricals and mechanicals except front seats may be replaced	Free	Free
Engine	Replacement pre-1986 engine from same vehicle manufacturer with same number of cylinders and materials as original/optional permitted.	Replacement pre-1986 engine from same vehicle manufacturer	As original Reconditioning allowed Exhaust free.	Replacement engine from same vehicle manufacturer with same number of cylinders and materials as original/optional permitted	Free	Free
Induction	As Original Air filters free	Carburettors free Any pre-1985 fuel injection system offered by vehicle manufacturer permitted Aftermarket forced induction allowed	As Original Air filters free	Injectors free EMS/ECU modifications permitted	Free	Free
Transmission	Gearbox Free. Original LSD permitted	Gearbox Free LSD permitted	Gearbox Free. Original LSD permitted	Free	Free	Free
Suspension	As original plus Camber kits permitted Strut braces permitted Spring rate free Replacement shocks that use original mounting points allowed	Spring rate and shocks free Sway bars maybe added, replaced or deleted Camber kits permitted Wheel track orig. +25mm (1") max	As original plus Camber kits permitted Strut braces permitted Spring rate free Replacement shocks that use original mounting points allowed	Free, so long as wheel track is orig. +25mm (1") max	Free	Free
Brakes	Original configuration Dimensions free Materials free	Free, except ABS not permitted	Original configuration and diameter materials free	Free	Free	Free
Cooling	Free	Free	Free	Free	Free	Free
Wheels	Original diameter +1" max Original width +1" max Materials free	Original diameter +2" max Original width +2" max Materials free	Original diameter +1" max Original width +1" max Materials free	Original diameter +2" max Original width +2" max Materials free	Free	Free
Tyres	DOT Tyres Minimum aspect ratio: 60	DOT Tyres Aspect ratio free	DOT Tyres Aspect ratio free	DOT Tyres Aspect ratio free	Classes R1-3 = DOT Tyres Classes R4-6 = Non-DOT	Free
Sub-Classes	AB1 0-2000cc AB2 2001-3100cc AB3 over 3100cc	CD1 0-2000cc CD2 2001-3100cc CD3 over 3100cc	M1 0-2000cc M2 2001-3100cc M3 over 3100cc	P1 P2 0-2000cc 2001-3100cc over 3100cc P3	R1 DOT 0 – 2000cc R2 DOT 2001 – 3100cc R3 DOT Over 3100cc R4 Non-DOT 0 – 2000cc R5 Non-DOT 2001-3100cc R6 Non-DOT Over 3100cc	S1 Slicks/Wets S2 All weather tyres

Notes: 1. The term “turbo” includes all forms of forced induction including superchargers, etc

2. Forced induction and other capacity considerations: a. Forced induction engines, multiply displacement by 1.7 b. Rotary engines, multiply displacement by 1.8 c. Forced induction rotary engines, multiply displacement by 3.06 d. Hybrids (e.g. petrol-electric) will be classified by the internal combustion engine capacity only e. All electric vehicles will be classified as Class S

3. The 3100cc capacity class divider was chosen to allow 1.8L turbos¹ to run in the 2001-3100cc classes separated, from the 2L and above turbo