



# OVER the HILL

Southern District Motorsports Association, PO Box 1484, QUEANBEYAN NSW 2620

Email: [secretary@sdmahillclimb.com](mailto:secretary@sdmahillclimb.com)

June 2020

## President's Report



The good news is that we are heading in the right direction to start hillclimbs again, but we are still travelling at less than warp speed.

As COVID-19 restrictions are eased at both local and national level, we can look forward with some confidence to running events in the second half of 2020, a year we will remember for a long time as the time of fires, smoke and pandemic.

Motorsport Australia has released a strategy document – *Return to Race* – to help clubs and competitors get ready for when we are able to resume. It's included in this edition of *Over The Hill* and while much of it relates to other categories of motorsport, the general principles apply to all MA affiliated clubs.

The Committee has started planning how SDMA will manage events while COVID-19 is still a major public health concern. We have developed draft procedures for a one lap Hillclimb, based on ACT Government restrictions and *Return to Race*, which will be refined over this month. Our working assumption is that that first event we will be able to hold will be Sunday 9 August and we will publish the full SDMA procedures in the July edition of *Over The Hill* to give everyone as much time as possible to prepare for the new arrangements.

Two articles in this edition give details of the general approach we have to follow and also the need for extra officials because many of our current officials may not be able to help out because of COVID-19 vulnerabilities.

Can I ask everyone to read both articles, particularly the one on the need for more officials, and to realise that without the people to manage and support the event, it won't happen. So if you are able to help out when we restart – whenever that may be – please let us know.

Until then, I hope everyone stays safe and secure.

*John Templeton*

## CHANGE TO SDMA COMMITTEE MEETING DATE

The Club Committee has changed its meeting date.

From February, the committee will meet on the SECOND Tuesday of each month. The meetings for the foreseeable future will be online. Once the world is allowed outside again, meetings are at 7.30 pm at the Canberra Southern Cross Club in Woden. Previously it met on the first Tuesday of the month at the same time and venue.

### **Pitstop Cafe:**

**We don't sell 'virtual' sausage sandwiches, so *please* pay CASH!!**

The Pit Stop café is the hub of the track. Since time immemorial (well since 2001 actually) everyone who's anyone has lined up to buy sausage sandwiches, egg and bacon rolls, coffee and life's other essentials (i.e. Freddo frogs).

And they've paid **CASH**. Yes, good old coins and notes. That cash has helped the club improve facilities and resurface the track, so it's been very worthwhile.

Because the Pit Stop is run by volunteers (*extremely* dedicated volunteers) and we only operate 9 or 10 times a year, the Pit Stop will continue to be **CASH ONLY**.

The cost of introducing PayWave and similar technology is not justified by the scale of our operation and the time involved in processing and reconciling bank transfers for two sausage sandwiches and two Cokes can't be justified either.

So can everyone please remember that the **Pit Stop is a CASH ONLY operation**, so bring coins and small notes with you (and no \$50 notes early in the morning please!!).

## FRONTAL HEAD RESTRAINTS (FHRs), ALSO KNOWN AS HANS (Head and Neck Support) devices

From the beginning of 2020, **CAMS require drivers of cars that have a CAMS logbook to use a Frontal Head Restraint (FHR)** when competing in Speed Events (which includes hill climbs).

The new rules apply only to cars which have CAMS log books and then only to those cars which are equipped to accept them.

**The new rule does not apply to road registered cars or to cars which do not have CAMS log books,** meaning it doesn't affect most of the cars that compete in our events.

The rationale for the new rule is safety, given that FHRs are now used in most other forms of motorsport and that they provide a significant safety improvement.

The new rules are explained in detail on the CAMS website.



## HILLCLIMB REMINDERS

A few reminders for hillclimb competitors:

- **Frontal Head Restraints (FHRs).** If your car has a CAMS log book and you present the log book at scrutineering, you must have and use a CAMS compliant FHR, previously known as a HANS device. This rule came into effect on 1 January this year. There is no requirement to have or use a FHR if you are competing in a road registered car or an unregistered vehicle which does not have a CAMS log book. The CAMS rationale for the new rule is safety, given that FHRs are now required in most other forms of motorsport.
- **Fire safety.** When vehicles are being refuelled in the pits, please exercise extreme care. The whole pit area is a no smoking zone at all times and even without the tragic bushfire season which Australia has experienced, we all have to be very mindful of potential fire hazards.

## Preparing to Start Events Again

Even though we still don't know when we will be able to run the next event, the Committee has been working through what the club is likely to be required to do to safely conduct a Hillclimb while COVID-19 is still a major public health issue.

There are lots of unknowns but the two key sets of rules we have to follow are the ACT Government's COVID-19 restrictions and the *Return to Race* strategy for the resumption of motorsport released by Motorsport Australia (the new name for CAMS) two weeks ago. Both the ACT Government and Motorsport Australia requirements will inevitably change over the coming months so the club will monitor what both organisations are saying.

The *Return to Race* document is included in this edition of *Over The Hill*. Because it covers all levels of motorsport – from Supercars to club events like ours – a lot of what is in it isn't relevant to us but the general principles and requirements apply to all motorsport.

The Committee met out at the track Sunday 24 May to work through what we need to do to make sure we run a safe event – safe for both competitors and officials. We are preparing a detailed set of SDMA procedures which will be available to all members closer to a possible resumption.

Our current assumption is that we won't be able to do anything before the one lapper scheduled for Sunday 9 August. For that FIRST event, we are working on the basis that that

- no spectators will be permitted;
- only drivers will be allowed to attend *i.e. no pit crews*;
- a maximum of 100 people *in total* will be allowed at the track at any time; and
- anyone with symptoms of, or exposure in the previous 14 days to, COVID-19 will not be able to participate.

These could change, of course, but at the moment they seem a reasonable basis for planning.

This means on the days there will be a lot of changes from how we have run in the past. Entry and exit from the track will be controlled, COVID-19 safety protocols such as social distancing will have to be followed by all competitors and officials, appropriate personal protective equipment will have to be available and medically-vulnerable people will either have to not attend or, if they do, be incredibly careful about their potential personal exposure to risks.

The Committee hopes to be able to publish the detailed SDMA COVID-19 Event Procedures in the July edition of *Over The Hill*, to give everyone as much time as possible to prepare..

## Officials for the First Event

When we get going again, we are going to need a lot of new officials because many of our current officials are vulnerable to potential exposure to COVID-19. They are either in vulnerable age groups, have pre-existing medical conditions which make them vulnerable to infection or have caring responsibilities for elderly relatives who are vulnerable to infection.

To run the event, we will need

- flag marshals;
- chock marshals;
- general officials to help manage entry to and exit from the track;
- officials to help set up in the morning and pack up after the event; and
- officials to help the club meet ACT Government and Motorsport Australia COVID-19 monitoring requirements.

**If we don't have enough people to do all those jobs, there will be no Hillclimb. It's as simple as that.**

And we will need to know that we have a full dance card of officials *at least three weeks before the event* so that we can open for entries knowing that we can actually stage the event.

If we get enough volunteers, the jobs can be shared around and people can do half days or come for a morning or afternoon 'shift'.

It all; depends on getting enough members prepared to put in some hours doing some fun work for a great club.

**At this stage, it looks like (but only looks like, with no certainty about anything these days!) the first event will be the one lap Hillclimb scheduled for Sunday 9 August. So we would need to have our officials list finalised by Sunday 19 July.**

Please think about whether you can help out. If you can, please e-mail Rohan Thatcher at [rohantatcher@yahoo.com](mailto:rohantatcher@yahoo.com)

## Three Helmets Withdrawn from Motorsport Use




Motorsport Australia (MA) has advised that three helmets have had their approvals for motorsport use withdrawn after the FIA cancelled their homologation certifications for safety reasons. This means they can no longer be used at MA sanctioned events, which includes SDMA hill climbs.

The three helmets are the

- NINGBO HD POWERSPORTS SAFETY PRODUCTS HD128.F;
- NINGBO HD POWERSPORTS SAFETY PRODUCTS HD315.F; and
- OMP GP8, a rebranded version of the HD128.F model.

The helmets no longer comply with the FIA 8859-2015 standard and can no longer be used at any Motorsport Australia event.

Details, including pictures of the three helmets, can be found on the Motorsport Australia website (<https://motorsport.org.au/media/news/detail/2020/03/04/helmet-homologation-withdrawal>).

Photo	Homologation Number	Manufacturer	Model	Sizes	Homologation validity <sup>1</sup>	
					Starting	Ending
	PH.064.17-O	Ningbo HD Powersports Safety Products (NHDPSP)	HD315.F <sup>2</sup>	XS (54-55) S (56-57) M (58-59) L (60-61) XL (62-63) XXL(64-65)	16.06.2017	30.06.2022
	PH.065.17-C	OMP	GP8 <sup>2</sup>	XS (54-55) S (56-57) M (58-59) L (60-61) XL (62-63) XXL(64-65)	30.06.2017	31.03.2022
	PH.060.17-C	Ningbo HD Powersports Safety Products (NHDPSP)	HD128.F <sup>2</sup>	XS (54-55) S (56-57) M (58-59) L (60-61) XL (62-63) XXL(64-65)	10.03.2017	31.03.2022

<sup>1</sup>The homologation end date represents the final date on which the helmet may be manufactured

<sup>2</sup>For safety reasons, please note that the homologation of the following helmets whatever the validity deadline, is withdrawn with immediate effect. As these helmets can no longer be considered as complying with the standard FIA 8859-2015, their use is prohibited in all cases in which compliance with the above-mentioned standards is mandatory.



## SDMA website

The club website is being reviewed to make it more helpful to both SDMA members and non-club users. We've had the current site for quite a while now and we need to update it to take account of, among other things, how well our social media team is getting the SDMA message out using Facebook and other platforms as well as changes in the way people now use websites.

We want to do a staged upgrade to improve the usability, accuracy and timeliness of the material hosted on the site.

We would like to hear from members about what they would like to see on the website and how they think the material on it should be organised. So if you have suggestions, ideas, brainwaves about what you think should be there and how the various areas relate should each other, we would love to hear from you. Daniel Cummins is coordinating the upgrade and he can be contacted on [daniel@cummins racing.com.au](mailto:daniel@cummins racing.com.au).

The club is also looking for club members who would like to help populate the site with material which is relevant and interesting to SDMA members and other people who visit the site such as photos, videos (or links to videos) other websites or blogs or vlogs. Daniel is the go-to person for this as well.



## For Sale

### 2013 TOYOTA 86 GT

One owner. Only 35,000 km. Full dealer service history and stamped books. Extra 'between service' oil changes carried out.

Never been repaired as it has never been damaged.

Although this car has competed in hill climbs and supersprints, it has been driven very respectfully and with a great deal of vehicle sympathy.

The purchase will include 3 additional sets of wheels.

- 1 set factory GT 16 x 6.5 bare.
- 1 set factory GTS 17 x 7.0 with Hankook TD221 Soft compound semi slicks
- 1 set factory GTS 17 x 7.0 with Hankook TD221 Medium compound semi slicks
- 1 Subaru space saver spare in the boot.
- Numerous standard brake rotors, pads and brake lines.

The Type 1-2 allowable modifications include:

- DBA slotted rotors front and rear.
- DS2500 competition pads front and rear. High temp brake fluid.
- Braided brake lines.
- Exhaust headers with overpipe from Neal Bates. The rear of the exhaust system is left standard to keep the car civilised and very drivable on longer trips.
- TRW oil sump baffle.
- Master cylinder firewall bracing bracket.
  - Strut tower brace.
  - Whiteline front camber adjuster kit.
  - Whiteline rear gearbox mount flex eliminator.
  - K&N Hi Flow performance air filter.
  - Whiteline rear stabiliser bar kit. (Brand new, not fitted)

This car is the current SDMA record holder for both 1 lap and 2 lap events in Type 1-2 1600-2000cc.

One lap: 47.26 3rd May 2015

Two lap: 83.28 7th Dec 2014

Outright FTD out of 30 cars during a 2 lap event on the 5th June 2016

In it's current state this car has also lapped:

- Wakefield Park in 1:10.3.
- Winton (Aus S/Sprint Champs) 1:40.7
- SMP Brabham circuit in 2:16.5
- SMP Gardner GP circuit in 1:51.9
- SMP Druitt South circuit in 1:03.9 (which was quicker than Rick Bates, Harry Bates and several other Hot Shoe drivers in fully race spec'd Toyota 86 Racing Series cars at an official SMP South Circuit test day)

This car is very easy to drive, fast or slow. It easily doubles as a daily commuter as well as a competitive and fun weekend vehicle. It runs like a Toyota and has never ever failed to proceed. It's cheap to run and requires minimal maintenance.

The car also requires no trailering to events as it will comfortably carry 4 track wheels/tyres, the spare wheel, a floor jack, tools, air pump, race gear, spare fuel, and of course, your trophies on the way home. All in one compact package.

### Price \$22,500 neg.

For further information please contact: John Ribeiro 0408699386

(I am reluctantly selling my beloved 86 to allow me to refurbish and be able to compete in my other 'love' my 1978 PRB Clubman.)





## For Sale

### Tilt Trailer

Tandem Axle, Tilt Bed Trailer  
Custom 2 ton car/bike trailer/frame/steel, safety chain  
15" Holden stud pattern rims, mechanical brakes and bearings,  
LED tail lights and wiring, front and side clearance lights,  
Registration to Nov 2020,  
2 TON leaf suspension, 40mm 97" axles,  
Tow hitch 2 TON slide mechanical, handbrake cable and adjuste

Floor size is 4850x1900

\$5800

Please email [kent.donally@gmail.com](mailto:kent.donally@gmail.com)



## For Sale

### BRAND NEW RPM Mondial driving suit

Current FIA approval (8856-2000), never been worn. It is marked

'medium' but it is too big for me (174cm/74kg) so I think it is more like a 'large' size and it probably has the wrong tag sewn on it. It cost me \$625 but prepared to cut my losses and sell it for \$500. Give me a call if we can do a deal.

Contact: **Col Merz** on 0412 316 275



## For Sale

### Maxxis tyre (235/55 R18 100V) on CSA Savana rim.

Purchased to use as spare on 2010 Holden Captiva, but never used. Complete with wheel nuts: \$200

Contact **Henry** 0421 677 951 or in the pits.






## SDMA committee

Position	Name/email	Telephone
President	<a href="#">John Templeton</a>	0409 624 895
Vice President	<a href="#">Geoff Bassingthwaighte</a>	0408 481 506
Secretary	<a href="#">David Peisley</a>	0409 000 028
Treasurer	<a href="#">Alex Hitch</a>	
Public Officer	<a href="#">Geoff Bassingthwaighte</a>	0408 481 506
Club Captain	Mark Wyatt	
Point Scores	Dave King	
<b>Pre-event Secretary</b> (Queries regarding event entry should be directed to the Event Secretary listed in the Supplementary Regulations on the Entry Forms page)	<a href="#">Daniel Cummins</a>	
Facility Management	<a href="#">Col Merz</a>	
Membership Secretary (Temporary)	Ross Samuelson	0401 704 392
General members	Kimberley Le Lievre John Stewart Zac Le Lievre Harry Katsanevas Rohan Thatcher Mark Wyatt	
FPCC/CMSC Representatives	<a href="#">David Yates</a> <a href="#">Anthony Hyde</a>	0419 614 144 0429 470 104
NSW CAMS Representative	<a href="#">Bob Wootton</a>	

## SDMA merchandise

To order any merchandise, contact a committee member or visit the Pit Stop Café on event days.

Hats (peak and bucket)	\$15.00	
SDMA cloth patches	\$5.00	
Number plate frames	\$8.00 (pair)	

## SDMA sponsors

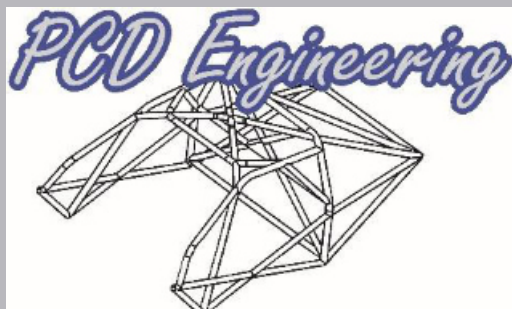
SDMA wishes to thank our sponsors—please support them!.



1800 448 385 Office: 6249 7834  
bb@tomstrashpaks.com.au



4/71 Dundas Court Phillip ACT 2606 Tel: 02 6282 9111



MEMBER OF



# Return to Race

**Motorsport Australia's strategy for  
the resumption of motorsport activity  
in a COVID-19 environment**

May 2020  
V2







# Introduction

**Motorsport plays an important role in the Australian community. In economic terms, it is estimated that motorsport contributes almost \$3 billion to the Australian economy, generating approximately 30,000 full time jobs.**

Motorsport Australia is the beating heart of a vibrant, passionate and active community, with over 170,000 participants from 972 motorsport clubs taking part in almost 7,000 events across Australia per year from FIA World Championships to social, grassroots and community gatherings.

Motorsport Australia's 40,000 licensed competitors and officials spend on average \$14,618 each per annum to pursue their passion, with a quarter of all activity based in regional areas.

It is critical to this industry and the community more broadly that we develop a strategy to manage the resumption of motorsport in the most expeditious, responsible and risk averse manner possible in the COVID-19 environment.

To underpin this strategy, Motorsport Australia has consulted broadly with a number of expert bodies and drawn upon published documentation from a variety of Peak and Government Agencies including;

- The Motorsport Australia National Medical Advisory Committee;
- The Australia Institute of Sport (AIS) – “*Framework for Rebooting Sport in a COVID-19 Environment*” published 1 May 2020;
- Virgin Australia Supercars Championship;
- The Federation Internationale de l'Automobile (FIA);
- Motorsport UK; and
- various Motorsport Australia senior officials and event organisers.

Motorsport Australia is aware that it must develop a strategy with appropriate safety measures that are in full compliance with Federal, State and Territory Government requirements. It is acknowledged that, subject to ongoing restrictions, some motorsport disciplines by their nature, will suffer longer delays than others. It is further acknowledged that State and Territory Government regulations across Australia will be relaxed at different times and this will inevitably mean that motorsport activity must recommence in each state in accordance with the relaxation of these regulations.

The Federal Governments' National Principles for the Resumption of Sport and Recreation Activities, acknowledges that “**...outdoor activities are a lower risk setting for COVID-19 transmission.**” With that in mind, it is important to note the following;

- Motorsport activity is conducted outdoors and, in most cases, in locations with a large site area;
- Motorsport is a non-contact sport conducted by people who are ‘isolated’ in a vehicle;
- There is no (or limited) sharing of equipment with minimal sharing of communal facilities; and
- Events can be run without spectators

This presents opportunities for event organisers to implement practical strategies to segregate different groups of people in order to comply with ongoing mass gathering regulations. Motorsport Australia will work proactively with event organisers to assist in this area.

This strategy will be submitted to Federal, State and Territory Governments for further review and approval, to ensure the safe resumption of motorsport in Australia within a COVID-19 environment.



# Key Principles

In addition to the *National Principles for the Resumption of Sport and Recreation Activities* published by the Australian Government on 1 May 2020, Motorsport Australia has developed its own Six Key Principles that must be followed by its event organisers.

## 1. Government Guidelines

- a. Federal, State and Territory and Local Public Health Authority Guidelines must always be followed;
- b. Motorsport Australia will strongly encourage the use of the Australian Government's 'COVIDSafe App' for all event participants

## 2. Good Hygiene

- a. Hand Hygiene facilities or products must be available to all event attendees.
- b. Avoid sharing equipment, tools or apparel.
- c. Minimise shared food or group catering services.
- d. Appropriate Personal Protective Equipment (PPE) to be worn by rescue, recovery and medical personnel at the event.
- e. Frequently touched surfaces, work areas and equipment are cleaned thoroughly.

## 3. Social Distancing

- a. Maintain social distancing measures. In accordance with the AIS principle of '*Get in, train and get out*', this means competitors and officials should come to an event prepared and once their activities have finished, pack up and leave.
- b. Avoid the use of indoor facilities where possible.
- c. No mass gatherings including drivers and officials' briefings, officials sign on gatherings, media conferences etc. Support the use of technology (Zoom or Microsoft Teams) to replace these essential parts of a race meeting.
- d. Limit the number of personnel attending an event to those who are essential. This includes placing restrictions on the number of competitors, officials, and support personnel that are granted access to the event, in accordance with Government regulations.
- e. Event organisers should put in place practical measures to enforce social distancing requirements, including the provision of signage and creating barriers and/or markings that restrict the amount of people in any given area.
- f. Avoid unnecessary physical interaction between officials, competitors, media and other personnel. Wherever possible electronic and radio interaction should be used.

- g. Buildings such as Race Control should have signage that clearly indicates the maximum number of people allowed. Within each room appropriate spacing must comply with social distancing requirements. Signage to that effect must be displayed.
- h. Operational vehicles are to be limited to two occupants. Personnel should remain outside their vehicle until they are needed to respond to any incident.

## 4. Restriction

- a. Under **no** circumstances should anyone with symptoms consistent with COVID-19 attend the event. This includes any fever, respiratory symptoms, shortness of breath, sore throat, cough, fatigue, or lack of sense of smell.
- b. Under **no** circumstances should anyone attend the event if they have been;
  - i. overseas in the previous 14 days; or
  - ii. in contact with someone who has been overseas in the previous 14 days; or
  - iii. in contact with a known COVID-19 positive case in the previous 14 days.

## 5. Monitoring

- a. A COVID-19 Checker will be appointed to each event by the Event Organiser whose sole responsibility is to ensure compliance with Government and Motorsport Australia requirements.
- b. In addition to encouraging each event attendee to download the COVIDSafe App, each organiser is required to maintain a complete register of event attendees and their contact details. This register, preferably electronic, must be submitted to Motorsport Australia upon request.

## 6. Education, Training and Resources

- a. Event Organisers should utilise the material supplied by Motorsport Australia (available within the Resource Centre) to ensure that their event complies with Government and Motorsport Australia requirements.
- b. Motorsport Australia will ensure that its staff are available to assist Event Organisers in the planning of their events.

# The Regulatory Hierarchy

## Government advice

- The AIS Framework for Rebooting Sport in a COVID-19 Environment (Levels A,B and C)
- State and Territory Regulations
- COVIDSafe App
- Medical Advice

## Motorsport Australia

- Return to Race Strategy
- Rules and Regulations
- Education
- Motorsport Australia COVID-19 Resource Centre

## Event Organiser responsibilities

- Facilitating social distancing
- Monitor number of event attendees and spectators
- Size of areas
- Community engagement
- Event equipment, hygiene
- Compliance with Government and Motorsport Australia requirements

# Motorsport Australia Resumption Strategy

Motorsport Australia is committed to the safe and socially responsible resumption of motorsport in a COVID-19 environment. The AIS Framework for Rebooting Sport in a COVID-19 Environment outlines three levels under which the resumption of sport can occur (Level A, B and C).

Having reviewed the Government requirements and consulted with the Motorsport Australia National Medical Advisory Committee (NMAC) and other key stakeholders, Motorsport Australia has developed a Resumption Plan for its various motorsport disciplines to conform with the requirements set by Government.

In the development of this Resumption Plan, two key points must be noted;

1. Motorsport is conducted outdoors with participants isolated in their vehicle. It is a non-contact sport. Whilst Level B Restrictions remain in place, passengers will not be permitted<sup>1</sup>. Rally and Offroad activity may commence but will be the subject of a specific plan developed by Motorsport Australia and the National Medical Committee to ensure the safety of the driver and co-driver whilst social distancing measures remain.
2. Motorsport venues invariably comprise a large site area which provides event organisers with an opportunity to segregate groups of people to ensure that mass gathering requirements are met. If the event is likely to have more than 10 people attend in total, event organisers will need to work with their venue and Motorsport Australia on the development of a "COVID-19 Venue Plan" to ensure compliance with mass gathering requirements.

<sup>1</sup>Unless the co-driver, navigator or passenger is a member of the same household and the relevant event regulations allow passengers.

Government Definition (Summary)	Motorsport Discipline										
	Show and Shine	Touring Assembly	Touring Road Event	Auto Tests	Drifting	Speed Events	Rallysprint (no passengers)	Off Road (no passengers)	Racing	Rally	Off Road
<b>Level A</b> No greater than 2 people. No contact allowed. No equipment sharing.	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
<b>Level B</b> No greater than 10 people with spacing of at least 1 person per 4m <sup>2</sup> . Minimal equipment sharing.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Level C</b> Full sporting activity. Limited unnecessary gatherings. Hygiene measures to remain in place.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

✗ Not approved    ✓ Conditionally approved    ✓ Approved



## Travel Restrictions and Border Closures

Each of the State and Territory Governments will ease restrictions separately and this inevitably means that motorsport will resume at different times depending on the state or territory. Furthermore, it is noted that several states and territories have closed their borders.

Whilst these restrictions remain, it will be difficult for Motorsport Australia to sanction Australian Championship events, unless the promoters of those events undertake strategies to mitigate the risk of transmission.

These strategies will need to be approved by both Motorsport Australia and the respective State or Territory Government in which the event(s) is to be held. Staff and members of the National Medical Advisory Committee are available to work with these promoters to assist in the development of such plans.

## Obtaining Motorsport Australia Permits and Running Events

Motorsport Australia has developed a COVID-19 Toolkit and Resource Centre to assist Event Organisers. The Toolkit includes a comprehensive matrix that outlines how event organisers must plan for and conduct their event in the COVID-19 environment. The Matrix outlines all the requirements that must be adhered to by an Event Organiser in the running of their event, from start to finish. This Matrix is an expansion of the Six Key Principles outlined earlier in this strategy.

Motorsport Australia staff remain available to discuss ongoing event and permit enquiries.

Motorsport Australia and the Virgin Australia Supercars Championship are working collaboratively to achieve a specific set of requirements for the resumption of the Australian Championship.





# Event Organiser COVID-19 Matrix

Event Element	Requirement	Mechanism(s)
<b>Government requirements Re: public gatherings</b>	Organisers adhere to relevant State and Territory Government requirements	Motorsport Australia website to maintain relevant information for State and Territory
		Motorsport Australia staff available to support event organisers and to provide advice and assistance
		Motorsport Australia have developed a COVID-19 Return to Race Toolkit and Resource Centre for competitors, officials, venues and event organisers
<b>Monitoring</b>	Create a register of all event attendees and encourage all to download COVIDSafe App	Pre-event communication to competitors and officials, including entry, sign-on documentation and signage
		Motorsport Australia will continuously promote the use of the COVIDSafe App through all of its media channels
<b>Permit application</b>	Submitted to Motorsport Australia electronically	Submitted to Motorsport Australia: permits@motorsport.org.au
		Where an event is likely to attract more than 10 people, event organisers will need to submit a COVID-19 Return to Race Event and Venue Plan, providing details on the measures in place at their event
<b>Documentation and licence checking</b>	Avoid in person licence check	Licences to be checked prior to the event electronically using Motorsport Australia competition and event platform
<b>Driver and Officials briefings</b>	No gatherings of drivers or officials (or team personnel)	Briefing documents circulated and acknowledged electronically or;
		Briefings via public address system, with attendees adhering to social distancing requirements or via the use of technology (eg: Zoom, Microsoft Teams)
<b>Scrutineering / Parc Ferme</b>	Refer to the Return to Race Scrutiny of Vehicles and Apparel document for Scrutiny requirements	Competitors to complete Motorsport Australia Self-Scrutiny Declaration and Checklist
		Vehicle damage reports submitted with post-event paperwork
<b>Equipment deployment</b>	Hygiene protocols to be adopted	Equipment thoroughly wiped down prior to deployment
		Equipment deployed and operated by 1 person wherever possible
		Equipment not to be shared unless absolutely necessary, in which case appropriate hygiene measures are to be implemented
<b>Paddock, marshalling areas</b>	Avoid gathering of personnel	Social distancing requirements to be adhered to by all event attendees (1.5m to be adopted)
		Competitors to remain in vehicles whenever possible
<b>Command centre (indoors) including Race Control, Rally HQ etc.</b>	Social distancing measures to be implemented	Officials to maintain social distancing requirements (min 1.5m)
		Signage indicating maximum capacity of each room
		The requirement of 1 person per 4m <sup>2</sup> must be adhered to
<b>Medical Centre / Facilities / Isolation Facility</b>	Medical Centre configuration/staffing OR Medical Facilities in place at event (St Johns/First Aid etc.) Isolation plan - for any COVID-19 case at an event	Motorsport Australia medical response protocol to be adhered to
<b>Competitors</b>	No Passenger Rides Rally/Off Road - refer to Motorsport Australia directly for any updated conditions for Driver/Co-Driver/Navigator	Rally and Off Road competition may commence during Level B restrictions. This will be the subject of additional risk mitigation strategies to protect the safety of drivers and co-drivers whilst social distancing restrictions remain in force. Passengers in competition vehicles during Autotest and Speed events is not permitted, unless they are from the same household

Event Element	Requirement	Mechanism(s)
<b>Apparel</b>	No sharing of driver or officials apparel	All participants to provide and wear their own event-specific protective apparel
<b>Fire, Medical and Recovery Teams</b>	Vehicles to contain a maximum of 2 people when in operation, utilising PPE at all times	When not in operation, personnel to remain outside vehicles and maintain appropriate social distance
		Additional time to be factored into event schedules to reduce time pressure on incident management teams
<b>Competition Team personnel</b>	Absolute minimum personnel to attend per competition vehicle	Non-speed and speed events: maximum 2 people per vehicle including driver
		Other events to be confirmed in consultation with event organiser and Motorsport Australia
<b>Track Marshals / Stage Teams</b>	Deploy minimum number of marshals / stage team members as per Motorsport Australia guidelines	Maximum 2 persons per flag/marshal post OR road closure/ stage control with social distancing measures in place
		Utilise light systems at Race circuits where applicable to reduce marshal numbers with approval of Motorsport Australia
		Track marshals to be stationed 10m+ apart
<b>Results</b>	Communicated digitally	Posted online or emailed to competitors
<b>Podium ceremonies</b>	No in-person ceremonies can be conducted	
<b>Spectators</b>	No spectators	Spectators not granted entry unless specifically approved by Motorsport Australia
		Must be communicated clearly to competitors and via relevant media or club communications
<b>Media and communications</b>	Covid-19 Return to Race Strategy to be communicated broadly	Must be communicated clearly to competitors and via relevant media or club communications
		COVID-19 specific signage clearly displayed in all relevant areas
		All entrants to acknowledge the policy
<b>Media Centre and media attendance at event</b>	To be minimised	The requirement of 1 person per 4m <sup>2</sup> in media centre, with appropriately placed desks
		Limit total number of photographers at photo points to ensure social distancing requirements can be met
		No media conferences or one-on-one interviews with drivers or personnel – use phone or Zoom, Facetime etc.
		Consider a 'media pool' to limit numbers (eg. one event photographer to supply photos for all media to use)
<b>Food and catering</b>	To be minimised	Any fixed food or catering outlets must operate according to government guidelines on social distancing, hygiene and maximum number of services allowed in an area
<b>Support contractors</b>	To be minimised to essential providers and to adhere to guidelines	Event Organiser to work with contractors to ensure essential people only attend events
<b>Venue operations</b>	Venue operators agree to adhere to return to race policies	Motorsport Australia to approve venues for operation
		Where applicable, venues to work with Motorsport Australia and event organisers in the development of COVID-19 Return to Race Event and Venue Plans
<b>Judicial, protests and Stewards hearings</b>	Avoid in-person Stewards hearings at events, held by teleconference or video conference if necessary	Protests and appeals to be lodged electronically. Organisers to provide email address to competitors
		Hearings to be held electronically (eg: Zoom, Microsoft Teams) or in person providing social distancing requirements are upheld
<b>Post event documentation</b>	Register of all attendees to be collated retained by organiser	Submitted to Motorsport Australia: permits@motorsport.org.au



# Event Organiser Toolkit

Motorsport Australia has developed a COVID-19 Toolkit and Resource Centre for event organisers, to assist them with running their events.

Visit the Motorsport Australia Event Organiser Toolkit and Resource Centre at [www.motorsport.org.au/COVID19](http://www.motorsport.org.au/COVID19)

This toolkit will have the following resources available:

- Signage that can be printed for Event Organisers promoting Social Distancing and Hygiene requirements;
- Guidelines for Competitors, Event Organisers and Officials;
- Examples of COVID-19 Venue Plans;
- Emergency Response Plans;
- Minimum number of Officials for permanent circuits;
- Checklists:
  - Event Organisers
  - Scrutiny declaration form
  - COVID-19 Checker
  - Venues
- Links to Government website and advice

**motorsport.org.au**  
**/COVID19**



Photographers featured  
in this document:

Wishart Media  
Terry Hill Photography  
Revved Photography  
Daniel Kalisz Photographer  
Dan Thompson  
David Turk/Pixel Culture

## Key Contacts

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