



**motorsportsales**  
Australia's Motorsport Classifieds .com.au



OzEnduro Cup  
Sporting and Event Regulations  
V1.1 October 17 2020



## Contents

1. Introduction .....	3
2. Event Title .....	3
3. Authority / Jurisdiction .....	4
4. Personnel .....	4
5. Competitor Eligibility .....	5
6. Eligible Automobiles .....	5
7. Automobile Safety Equipment.....	6
8. Rollover Protection .....	6
9. Restraints .....	6
10. Seats.....	7
11. Automobile Modifications .....	7
12. Wheels & Tyres .....	8
13. Number of Drivers per automobile.....	8
14. Driver Attire .....	8
15. Safety Inspections .....	8
16. Car Numbers .....	9
17. Sunroofs .....	9
18. Brake Lights.....	9
19. Airbags .....	9
20. Cutoff Switches .....	9
21. Towing / Recovery points .....	10
22. Fuel Cells .....	10
23. Exhaust.....	10
24. Pit Lane / Paddock.....	10
25. Refuelling .....	10
26. Flags .....	10
27. Penalties.....	11
28. Trophies and Prizes.....	12
28. Communications .....	12
29. Media & Publicity.....	12
30 Reserved Signage .....	12



## 1. Introduction

The OzEnduro Cup is not a race. The event is an Endurance Regularity event (in other words do as many laps as you can in the time given!) designed to be a fun, safe, and achievable level of motorsport in budget friendly automobiles. The OzEnduro Cup strives to deliver maximum track time for competitors, in a professionally managed and sanctioned environment.

All OzEnduro Cup events are sanctioned under either the Australian Autosport Alliance (AASA) or accredited by Recreation and Competitive Events Resources & Services (RACERS) . The Sporting Regulations contained in this document should be carefully read and fully understood by all Competitors and their team members.

The OzEnduro Cup operates at various Circuits throughout Australia, under the National Competition Rules (NCR's) of the AASA, or the Events Operating Manual of RACERS as notified in individual Event Supplementary Regulations. All requirements, adjudications and standards set out within the AASA NCR's and RACERS Event Operating Manual.

### *MOTOR RACING IS DANGEROUS*

*Spectators, participants or guests are warned that Motor Racing is dangerous, and accidents can happen. All care is taken to protect the public but spectators, participants and guests entering the Pit or Track Area are warned that there is a possibility of an accident causing personal injury or death. By purchasing and/or using a ticket, official pass or stamped symbol that permits entry to the event and/or the Pit or Track Area, the spectator, participant or guest acknowledges that entry to the venue at which the event or activity is held and/or the Pit or Track Area, has a degree of danger and the owners, promoters, clubs, corporations, organizations, participants or other person's having any connection with the promoting, organising or conduct of the event or activity shall have no liability, either in tort or contract, for any personal injury or death, whether caused by negligence or otherwise, to the spectator, participant or guest, except in regard to any rights those persons may have under the Law of the relevant State and the Australian Consumer Law and at law.*

## 2. Event Title

This Events shall only be known as and referred to as the "OzEnduro Cup" or "OzE Cup".



### 3. Authority / Jurisdiction

Events in the OzEnduro Cup (OzE Cup) shall be conducted under the provisions of either  
1) The National Competition Rules (NCRs) of the Australian Autosport Alliance (AASA), or  
2) the Event Operating Manual or RACERS as advised by the Category Manger for each Event and venue. The Sporting Regulations issued for the Events by Ontic Sports; the technical regulations published and issued for the Events by Ontic Sports; Supplementary and Further Regulations issued by the Organiser for each round; Bulletins issued by the Officials and any Driver Briefing Notes issued by the Event specific Officials.

The OzE Cup is accredited by RACERS and has been sanctioned by the AASA as an Authorised Event, and will be adjudicated by Officials of each event.

Ontic Sports Pty Ltd is the owner, promoter and Category manager of the Events.

**Contact Details:** Troy Williams  
Ontic Sports Pty Ltd  
[troy@onticsports.com.au](mailto:troy@onticsports.com.au)  
Ph: 0483 035 466

### 4. Personnel

The following personnel have been appointed to the OzE Cup by Racers, the AASA and/or the CM and have the authority to administer the various aspects of these regulations;

- |                                       |               |
|---------------------------------------|---------------|
| - Technical Delegate (TD)             | TBA           |
| - Category Manager (CA)               | Troy Williams |
| - Event Operations Co-ordinator (EOC) | TBA           |
| - Driving Standards Advisor (DSA)     | TBC           |



## 5. Competitor Eligibility

To be eligible to compete in the OzE Cup, each competitor driver must be licenced by the AASA (Club level Annual license, or single Event License) or RACERS (Clubman or Race License). Driver substitution is not permitted once each event has started. Cross Entry of Drivers is permitted.

## 6. Eligible Automobiles

If your vehicle has previously entered a LeMons events, and setup as per LeMons regulations and guidelines it is eligible for OzEnduro Cup (Category L vehicles).

If your vehicle has previously entered a Motor Events meeting, and setup as per Motor Events regulations and guidelines it is eligible for OzEnduro Cup (Category M vehicles).

If you are building a new vehicle, OzEnduro Cup Regs apply (Category O).

AASA NCRs (for AASA events) and RACERS Event Operating Manual (for RACERS events) apply to all vehicles.

### Category O – Ozenduro Cup Cars

Automobiles (4 wheeled) are eligible to compete in the OzEnduro Cup where their Trade-in value listed on redbook.com.au falls under AUD\$2,000. The value of all added safety equipment (eg Roll cage, belts, brake lines, seats, etc) is separate to this valuation – spend as much as you want on safety equipment. Where Trade-in value is not published, Private sale value may be used as a substitute. Please see the extract from redbook.com.au below as an example (in this case a Mazda 6).

Features	Related Reviews	Related Models
<b>Valuation Prices</b>		
*Private Price Guide	\$3,000 - \$4,600	
*Trade In Price Guide	\$1,100 - \$2,700	
*Price When New	\$39,800*	
	<a href="#">Price Guide (EGC)</a>	





Or another example – a 1997 Toyota MR2 GT

Features	Related Reviews	Related Models
<b>Valuation Prices</b>		
*Private Price Guide	\$6,300 - \$8,600	
*Trade In Price Guide	\$4,000 - \$6,300	
*Price When New	\$61,410*	<a href="#">Price Guide (EGC)</a>



## 7. Automobile Safety Equipment

All competing vehicles must satisfy the Event Operating Manual of RACERS and the NCR's of the AASA with regard to Safety Equipment as a minimum. In addition, it is mandatory to fit braided brake lines to any competing automobile. Safety requirements will be checked as part of the safety inspection at each event.

## 8. Rollover Protection

For AASA Events: In accordance with AASA NCRs Appendix 1 (Safety Cages) the minimum requirement for existing vehicles built to run in LeMons or Motor Events is a Class 1a Safety cage as depicted in the AASA NCRs. Any new vehicles to be built for the OzEnduro Cup are to include a Class 2 (6 point) Safety Cage as depicted in Appendix 1 of the AASA NCRs.

It is highly recommended that vehicles have the Class 2 spec safety cage.

For RACERS Events: Competing vehicles must have Rollover Protection in place as per The RACERS Event Operating Manual Category 2 Sprint / Regularity requirements.

## 9. Restraints

All competing Automobiles must have a minimum 5 point Driver restraint and meet minimum requirements of AASA NCRs Appendix 5, and the RACERS Event Operating Manual. Specific requirements for open top and convertible vehicles are provided within the AASA NCRs.



## 10. Seats

An approved Race Seat securely mounted as per RACERS Event Operating Manual, and AASA NCRS's is preferred. Dispensation may be given for a robust and appropriate Manufacturer seat for the vehicle.

## 11. Automobile Modifications

Only modifications expressly described in these Regulations are permitted. Component replacement and substitutions as set out below are permitted. Factory options are not considered modifications.

Modification for the purposes of fitting safety equipment are permitted.

Bodywork additions with no performance benefits are permitted where added safely (we love a fun big rear wing as much as anyone!). Body panels may not be removed. Air intakes are free but must not extend forward of the vehicle (ie not in front of the original front grill position) Vehicle must pass Safety Inspection with these additions in place.

### Component Replacement & Substitution

- Substitute equivalent parts of non OEM are permitted where the replacement part uses and attaches to the original unmodified locations.
- Replacement Brake Pads are free.
- Replacement Hoses, belts and fluids are free.
- Clutch may be replaced with a Heavy duty clutch provided no modifications are required for fitment.
- Replacement springs and shocks are free (including spring height).
- Coilovers are permitted replacement components where attachment locations remain unchanged - performance penalties may apply.
- Replacement ECUs are permitted - performance penalties may apply.



## 12. Wheels & Tyres

Wheels are free however the wheel and tyre combination must fit under the original guard / wheel arch. Any wheel used must be street legal and undamaged. The use of a wheel spacer is permitted to ensure proper fitment and clearance of steering and suspension components. Please see the diagram below;



Tyres are free, subject to a minimum treadwear rating of 200. Tyres must be undamaged. Metal valve caps are strongly recommended.

## 13. Number of Drivers per automobile

A recommended number of licensed drivers per event is four (4). The minimum permitted is three (3).

## 14. Driver Attire

Driver Attire is to be in accordance with the RACERS Event Operating Manual, and AASA NCR's – Speed Event (National) detailed in Appendix 4 of the AASA NCRs. Attire will be checked as part of the Safety Inspection process.

An approved FHR is Compulsory for all OZ Enduro Cup events (For example HANS Device, Simpson Hybrid, or other SFI rated neck support such as a SFI Rated Collar).

## 15. Safety Inspections

Safety Inspections shall be undertaken at each event. Any vehicle suffering significant damage during an event is required to undertake a further Safety Inspection mid event before re-joining the track.





## 16. Car Numbers

Car numbers must be visible on both sides of the vehicle. It is strongly recommended numbers are in a Helvetica Font, and a minimum of 300mm high. Car numbers must be on a 400mm x 500mm number panel, black numbers on a white panel. 400mm x 150mm sponsor decals may be provided by the CM for the top and bottom of these number panels – please leave sufficient space for these.

## 17. Sunroofs

Sunroofs must be closed, and covered with a well secured metal material reinforcement plate.

## 18. Brake Lights

All competing cars should have in place an additional Brake light that remains operational in the event of damage to the cars standard brake lights. It is highly recommended this additional light be mounted inside the vehicle cabin, facing rearward and clearly visible through the rear windscreen.

## 19. Airbags

All competing automobiles must have their airbags de-activated or removed.

## 20. Cutoff Switches

All competing automobiles must have a fully operational cutoff switch that completely shuts off the automobile, and operational by a Driver seated and belted into the driving position. This cutoff switch should clearly be labelled with the ON and OFF position, and highlighted by a lightning bolt sticker.





## 21. Towing / Recovery points

A robust suitable tow strap / loop must be attached to the front and rear of each competing automobile, along with a clearly visible "Tow" sticker pointing to the recovery point.



## 22. Fuel & Fuel Cells

An approved Fuel Cell may replace the original fuel tank. It must be appropriately mounted and will be inspected during safety inspection for compliance. Vehicles must run a maximum 98 Octane fuel.

## 23. Exhaust

Headers and Extractors are free. Exhaust system must exit past the rear wheels, and is subject to a 90db noise limit at 30m throughout the event.

## 24. Pit Lane / Paddock

All vehicles must adhere to the Pit Lane speed limits at all times. When travelling in the Pits / Paddock area the speed limit is strictly walking pace. Non compressible stands must be used when lifting vehicles.

## 25. Refuelling

All refuelling activity, and attire requirements will be detailed in the Event Supplementary Regulations. A dedicated refuelling area will be defined at each event. No refuelling is to be undertaken outside this area.

## 26. Flags

The traditional motorsport flags will be used at OzEnduro Cup events, as well as circuit light advice systems where available. All drivers must understand and respond to these flags. Please refer to AASA NCRs Appendix 8 for flags used at OzEnduro Cup Events.



## 27. Penalties

Competitors are reminded that the OzEnduro Cup is not a race. Competitors may be penalised for driving or sporting infringements including, but not limited to;

- Mechanical / modification infringements
- Pit lane infringements
- All 4 wheels leaving the circuit
- Automobile facing a direction other than the accepted direction of travel whilst competing
- Cutting corners repeatedly
- Aggressive Driving
- Any contact with other competitors
- Dive bombing
- Crew member infringements
- Refuelling infringements
- Flag infringements

### Serving Penalties & Penalty Accumulation

Penalties to drivers will generally follow the below process during each drivers individual stint;

1 <sup>st</sup> Infringement	Drive through penalty up to a 1 minute hold at Pit Exit.
2 <sup>nd</sup> Infringement	Drive through Penalty PLUS a 30 second to 5 minute hold at Pit Exit
3 <sup>rd</sup> Infringement	CM / Clerk of Course or Race Director enforces a Driver change.

Any Driver who is requested to change from the vehicle for a 2<sup>nd</sup> time at the same event will not drive again at that Event.



## 28. Trophies and Prizes

The Category Manager will award trophies at each event for various achievements. Typically these may include, but not mandatory;

Most number of laps (1k total value as identified by CM)\*

Most number of laps (2k and under Redbook Trade in value)

Fastest Lap

Top Tools Team (best / most frequent repairs)

SS Signs "I made it!" Award

\*1k Cars (total value not including Safety Equipment in the eyes of the CM) will be identified at the start of the weekend by the CM, and denoted by a 1k Cup Pink sticker on their windscreen.

## 28. Communications

**Pit to Driver:** Crew members must have a working and reliable way to communicate between the pit and the driver. Radios (fixed only) and/or manual pit boards are suggested.

**Race Control:** All drivers must use a Raceceiver style radio, such that all instructions from Race Control are able to be clearly heard and reacted to. Failure of Drivers to receive such communications will be heavily penalised, up to and including event exclusion.

Race Management Channel for the OzEnduro Cup is TBC

## 29 Media & Publicity

You will be photographed and / or filmed during events, and grant permission for these images to be used by the Category Manager and / or photographers without limit.

## 30 Reserved Signage

CM reserves the right to windscreen banner signage. Number panel signage may also be provided (top and bottom of number panel).



**motorsportsales**  
Australia's Motorsport Classifieds .com.au



## Appendix

RACERS Event Operating Manual

AASA NCRs