



SUPER SERIES



SUPPLEMENTAY REGULATIONS

Series:	Hi-Tec Oils Super Series
Round:	1
Location:	Winton Motor Raceway
Dates:	28 th February – 2 nd March 2025



1. MEETING TITLE, DATE & VENUE
The meeting will be known as the Hi-Tec Oils Super Series Round 5 (hereinafter referred to as “the Meeting”) and be held at Winton Motor Raceway, Winton Vic on 28th February – 2nd March 2025.
2. ORGANISATION AND STATUS
2.1. The meeting will be conducted under the National Competition Rules (“NCR”) and the Standing Regulations (“SR”) of the Australian Auto-Sport Alliance (“AASA”), applicable Category Sporting and/or Technical Regulations, these Supplementary Regulations, any Further Regulations and Bulletins issued for the Meeting and any Driver Briefing Notes and instructions issued by the Clerk of Course.
2.2. AASA Permit Number: AASA280225-101636
3. PROMOTER & ORGANISER
Hi-Tec Oils Super Series Winton Motor Raceway 41 Fox Street, Winton VIC 3673 Telephone: (03) 5760 7100 Email: Reception@wintonraceway.com.au



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4. SENIOR RACE OFFICIALS

Series Administrator of the Meeting:	Adam Conway
Series Clerk of the Course:	Stephen Whyte
Deputy Clerk of Course:	Mervyn Mckenny
Assistant Clerk of Course:	Kevin Watson
Chief Timekeeper:	David Douglas
Series Technical Advisor:	Jeff Grech
Series Steward of the Event:	Richard Whyte / Michael Fitzgerald
Scrutineers:	Ross Wood / Michael Tabe
Judges of Fact:	Stephen Whyte / Timing / Stewards
Safety Car Driver:	Ross Wood

5. CIRCUIT DETAILS

Venue:	Winton Motor Raceway
Length:	3.0 Kilometres
Direction:	Clockwise
Pole Position:	Drivers Left
Control Line:	Start/Finish Line

6. ENTRIES

- 6.1. Entries for this Meeting will open at **10am Tuesday 21st January**, and these Supplementary Regulations will be available at [- Hi-Tec Oils Super Series](#).
- 6.2. Entries for this Meeting will close **4:00pm Monday 24th February 2025**.
- 6.3. The Entry Fee for this Meeting will be listed on the Hi-Tec Oils Super Series website.
- 6.4. Categories: TA2, Legend Cars Australia, Australian Production Cars, Innovation Race Cars, Formula Ford, Australian Drivers Championship, Excel Super Series & Australian Super TT.
- 6.5. Any entry, for which the entry and other fees have not been paid, by the closing date and time, as detailed above, will not be accepted without approval from Hi-Tec Oils Super Series Organiser.
- 6.6. Such fee shall not be refundable except:
 - (a) in the case of abandonment cancellation or postponement of the meeting; or
 - (b) in the case of an entrant whose cars are withdrawn by written advice to the Organiser/Secretary of the Meeting, no later than the Monday immediately before the start of the meeting; or
 - (c) where an entry is not accepted by the Organiser/Secretary of the Meeting.
- 6.7. A fee of \$100 will be charged to cover administration costs associated with a refund where an entry is withdrawn.



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- 6.8. If a driver is replaced, the entrant is responsible for ensuring that the replacement driver details are included on the Entry prior to Scrutineering.
- 6.9. The organisers reserve the right to accept entries, at their sole discretion without assigning reason.
- 6.10. The maximum number of entries accepted for each Category, subject to the track density for that category, will be as agreed between the Promoter/Organiser and any relevant Category Manager/Administrator.
- 6.11. Pit Crew should be nominated through the online entry system when entering the meeting and complete online disclaimer. Pit Crew are required to sign on at documentation prior to meeting commencement to obtain a wristband.

7. INSURANCE

Certain public, property, professional indemnity, and personal accident insurance is provided by the AASA in relation to the event. Further details can be found at www.aasa.com.au/insurance/

8. AWARDS, PRIZEMONEY AND TROPHIES

In accordance with the relevant Category Sporting Regulations or as per arrangements with the Category Manager/Administrator.

9. LICENCE REQUIREMENTS

- 9.1. Each competitor must hold a current, valid AASA National Race Licence.
- 9.2. The Organiser confirms that the circuit to be used for this Meeting holds the necessary AASA Track licence for each of the events nominated in these Supplementary Regulations.

10. DOCUMENTATION

Document Check **MUST** be carried out prior to the commencement of the meeting and the vehicle being scrutineered. The following documentation must be presented:

- AASA Vehicle Passport or Vehicle Log Book
- AASA Competition Licence

All vehicles participating at this meeting must have either a Vehicle Log Book issued by a recognised motor sport body or an AASA Vehicle Passport. Applications for an AASA Vehicle Passports are available on the AASA website under following link <https://aasa.com.au/vehicle-passports/>.

Documentation can be completed for Friday Practice **07:00am** on **Friday the 28th of February 2025** at the Sign On Office located in the Showroom.

Pit Crew:

Upon successful presentation of the Pit Crew Disclaimer at Document Check each Pit Crew member identified on the Disclaimer will be provided one (1) wristband. Without such wristband, no crew Member will be permitted to be in Pit Lane. The maximum number of persons permitted in Pit Lane per race vehicle will be four (4), not including Drivers.



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11. SCRUTINEERING

- 11.1. If the entry form and the documents listed above are in order, the scrutineers will proceed with the safety and eligibility check before the vehicle is driven onto the track for the first time.
- 11.2. Scrutineers will conduct checks in the entrant's allocated garage or marquee.
- 11.3. Entrants must ensure that Pit Crew have signed on at documentation and are displaying their wristband prior to scrutineering. Team members, whose names fail to be registered, will not be registered by AASA for insurance purposes.
- 11.4. On subsequent days, safety scrutineering will be undertaken as necessary, at the direction of the Chief Scrutineer. It is the responsibility of each entrant, as required, to ensure that the vehicle is scrutineered before it is due to go on the circuit. If there is a problem, please check with the scrutineers.
- 11.5. Race numbers and series stickers must be in place **BEFORE** scrutineering (these can be obtained from the Series Administrator).
- 11.6. No vehicle may participate in any session if it has not been checked and cleared by the scrutineers. The attachment of the appropriate "Scrutineering Label" to a vehicle is the accepted means of identification of approval to compete.
- 11.7. The scrutineers may:
- (a) Check the conditions of eligibility of a vehicle or a competitor at any time during the event.
 - (b) Require a vehicle to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - (c) Require a competitor to supply them with such parts or sample as they may deem necessary.
- 11.8. Any vehicle which, after approval, is dismantled or modified in any way which might affect the safety of the vehicle or raises questions as to its eligibility, or is involved in an accident having similar results, must be re-presented for scrutineering approval.
- 11.9. Any vehicle or driver may be prohibited from practice/qualifying or a race for safety reasons.
- 11.10. All drivers apparel (helmets, overalls, gloves, frontal head restraints etc) must be presented for inspection and approval.
- 11.11. The Clerk of Course may require any vehicle involved in an accident to be stopped and checked by a scrutineer.
- 11.12. Scrutineering will be carried out by duly appointed officials who will also be responsible and authorised to give instructions to the competitors for the operation of Parc Fermé.

12. NOISE EMISSIONS

- 12.1. The maximum noise made by any vehicle must not exceed 95dB (A), measured at 30 metres from the edge of the circuit, by approved measuring equipment.
- 12.2. Any vehicle which exceeds this noise limit, as determined by the Judge of Fact, may be prohibited from further participation in the meeting until the problem is rectified.



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- 12.3. All competitors are reminded that because of EPA requirements race engines must be operated in accordance with the Winton Motor Raceway guidelines.

13. LICENCES PRESENTED FOR DRIVER OBSERVATION AND ENDORSEMENT

Any driver who wishes to present their licence for observation and endorsement **MUST** present it to the Steward of the Meeting at Race Control for onforwarding to the appropriate Official/s, prior to the first official on track activity for the category that the driver is entered in.

14. CHANGE OF DRIVER

An Entrant may nominate a substitute driver who may be permitted to compete in the remainder of the event subject to the approval of the Clerk of the Course, Meeting Steward, Secretary of the Meeting, Chief Scrutineer and Category Manager. Such nomination must be made at least one hour before the scheduled commencement of the relevant practice or qualifying session or race.

15. PROTESTS & APPEALS

Protests and appeals must be lodged in accordance with the NCR's.

16. SCHEDULE OF EVENTS

- 16.1. The Final Schedule will be released with Further Regulations.
- 16.2. The Schedule of Events may be varied or altered at the Promoter's/Organiser's discretion or as a result of unforeseen circumstances. You will be notified of any change as soon as possible and the Promoter/Organisers will do everything possible to maintain your involvement as an important part of the program.
- 16.3. The Organiser reserves the right to postpone, abandon or cancel the Event or any part of the Event.
- 16.4. A Qualifying Session or Race may be cut short or stopped if, at the discretion of the Clerk of the Course, an incident occurs, and the time needed to effect repairs or the number of vehicles requiring recovery will impact on the schedule and affect subsequent sessions on the day.

17. DRIVERS BRIEFING

Drivers briefing arrangements will be advised in the event further regulations.

18. ACCESS TO THE CIRCUIT, PROPERTY & PADDOCK

- 18.1. Access to the track and Paddock area will be available from 07:00am each day.
- 18.2. Competitors and Pit Crew are required to be wearing the appropriate wrist band, with the seal intact, issued at Document Check and supplied at this meeting. Each Team will be supplied with one (1) Competitor wristband and six (6) Pit Crew wristbands. In cases where a wristband is broken, the item must be presented by the wearer to the Secretary of the Meeting who will provide another to wear. Please note a new wristband will not be issued without the return of the broken one.



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- 18.3. The issued wristband will serve as your entry pass.
- 18.4. ALL TRAILERS should be parked in the "Trailer Park" as shown on the map, there will also be limited trailer parking (as sign posted) at the far northern end of the Paddock Area.
- 18.1. Trailers MUST be parked in the designated Trailer Park Area and are not permitted to be parked in any other area of the Paddock.
- 18.2. CAMPING is allowed for competitors in the designated campground NOTE: there is no power close to these areas
- 18.3. Competitors should note that there will be limited Security throughout the Event and that they should always take their own security precautions, particularly while their cars are on the track.
- 18.4. Where a competitor requires their personnel to work late into the evening and/or into the early hours of the following morning, they must first attain permission from the Promoter/Organiser.
- 18.5. The Pit Lane Garages and Paddock will be open from 7:00am the morning of the event unless prior arrangements have been made with the Promoter/Organiser.
- 18.6. It is the responsibility of the competitor to ensure that drivers, pit crew and other persons associated with the team, have the appropriate wristband to enter any area requiring such authorisation. Please ensure that wristbands are visible at all times - no wristband no entry.

19. GARAGE/PADDOCK ALLOCATION

The Garage/Marquee allocation will be planned at the discretion of the Promoter/Organiser in consultation with any relevant Category Manager/Administrator.

20. GARAGE/PADDOCK AREA SAFETY

- 20.1. All trolleys or hand trucks transporting team equipment i.e. tyres, compressed air/gas bottle, etc., when being moved in a Public Area must be moved by a minimum of two (2) Team Personnel. A minimum of one (1) Pit Crew Member to push the trolley/hand truck and a minimum of one (1) Pit Crew Member acting as a Spotter is required at all times.
- 20.2. In all areas where fuel is being stored it must be in a location which is adequately ventilated, have unimpeded access and is clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc. Smoking must be strictly forbidden.
- 20.3. All competitors must ensure that all refueling is performed in accordance with WorkSafe Victoria laws, regulations and compliance codes, and a suitably attired Pit Crew Member is in attendance with a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher available for use in an emergency.
- 20.4. During any fueling operations within a garage or carport, all nonessential personnel such as sponsors, families, or other guests of the Team must vacate the Garage or Carport area until refueling has been completed.



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- 20.5. The handling of fuel and its containers together with compressed air bottles/gas cylinders must be in compliance with government regulations. Fuel containers must meet published standards and compressed air bottles/gas cylinders must be transported, stored and used in accordance with established standards.
- 20.6. Competitors are reminded that fuels, oils, lubricants and coolants are highly specialised substances. And must be aware that these agents may contain substances that are extremely dangerous to health if misused, inhaled or allowed to contact human skin.
- 20.7. Using petrol for general cleaning and washing is a common misuse of a potentially dangerous substance and is forbidden.
- 20.8. The transportation or movement of compressed air/gas cylinders with the pressure regulator attached is strictly forbidden.
- 20.9. Any signs within the property advising limitations, e.g. No Smoking, Speed Limits, etc., must be strictly adhered to.
- 20.10. The washing of transporters at the Circuit is NOT permitted.
- 20.11. Competitors, including people associated with the team, are not permitted to sleep overnight in the Paddock area.
- 20.12. Welding is NOT permitted at any time in the Paddock Area including the Garage/Carports.
- 20.13. All competitors must ensure that all WorkSafe Victoria laws, regulations and compliance codes are adhered to at all times.
- 20.14. Competitors must work on their race vehicles in the Garage/Carport provided, not in their own transporter.
- 20.15. In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the vehicle in the event of a failure of the jacking system.
- 20.16. Such incompressible components must be placed under a vehicle when any person has any part of their body other than hands and forearms under any part of the Automobile.
- 20.17. Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require any person to place any part of their body other than hands and forearms under any part of the vehicle.
- 20.18. A speed limit of 10km/h applies to all vehicles in the Paddock and all other Public Areas within the venue.
- 20.19. All access lanes in and around the Pit Lane Garage area and Paddock must be kept clear at all times during the Event including when unloading/loading your car/s from/into your race transporter or trailer.
- 20.20. All racing cars, trucks and other vehicles are to follow venue signage and barriers put in place to assist you when moving within pit or public access areas.

21. SAFE WORKING CONDITIONS

- 21.1. This Event will be conducted under and in accordance with WorkSafe Victoria laws, regulations and compliance codes together with AASA Health Safety and Environment Policy.



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- 21.2. Competitors are reminded that they are responsible for the working conditions of their associated personnel at all times and must ensure that all applicable safe working conditions are met.

22. FUEL SUPPLY, HANDLING & STORAGE

- 22.1. Fuel used must be in accordance with the relevant Regulations.
- 22.2. Fuel can be purchased from the onsite supplier. An order form is available on the Hi-Tec Oils Super Series website, please support those that support the series.
- 22.3. A fuel handling and storage depot is located at the eastern side of the Paddock.
- 22.4. If fuel is to be transported or stored in a container the containers must meet AS2906. Metal containers are preferred.
- 22.5. Due to local Worksafe requirements each Competitor may only store two (2) x twenty (20) Litre drums of fuel at any time.
- 22.6. All bulk supply of fuel to be stored must be stored in the fuel handling and storage depot area.
- 22.7. The addition of other substance/s to the control fuel is prohibited.
- 22.8. With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- 22.9. Fuel samples taken from competing cars will be compared with samples from the supply available at the circuit and any discrepancies will be referred to the Steward of the Meeting.
- 22.10. Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the Chief Scrutineer.



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23. PIT LANE

- 23.1. All vehicles in Pit Lane must travel in race direction with the exception of being driven into and out of Pit Bays. Trailers or unloading of racecars is not permitted in Pit Lane during the Event.
- 23.2. The maximum permitted speed in Pit Lane is 40 km/h. Pit Lane Speed may be monitored by a radar speed gun.
- 23.3. It is the responsibility of the competitor to hold their car stationary until it is safe to move from its pit.
- 23.4. Competitors must not paint lines on any part of Pit Lane.
- 23.5. No equipment may be placed on the Pit Signaling Wall during the Event.
- 23.6. Any person entering the Pits/Pit Lane Area must be wearing the appropriate wristband and be attired in accordance with NCR's.
- 23.7. Only three (3) persons per participating car and Essential Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the pit signalling wall during a session or race.
- 23.8. During the start of the formation lap only Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the Pit Signalling Wall. At the start of a Race, in addition to those already authorised, one (1) Team Crew Member per car, to provide directions to the driver, is permitted at the pit signalling wall until the event comes under starter's orders, at which time they MUST exit the area.
- 23.9. In accordance with NCR's and Standing Regulations, smoking is not permitted in the Pits, Pit Lane and/or Garages at any time during the event. For the purpose of this clause the Garages, Carports and Marquees located within the Paddock shall be included.
- 23.10. No person under the age of fourteen (14) years will be permitted in pit lane at any time, unless they are an appropriately licenced driver or competitor that is competing in the relevant event.
- 23.11. In accordance with NCR's the use of reverse gear in Pit Lane is strictly forbidden.
- 23.12. Categories, not permanently located in Pit Lane Garages, using a tender vehicle in Pit Lane MUST ensure they're positioned as close as possible to the Pit Lane Garages (without interfering with teams housed in the garages) leaving sufficient room to work on race vehicles in the 'inner lane' without encroaching on the 'fast lane'. At the end of sessions or races must leave the Pit Lane as soon as possible, when directed by an official of the meeting.

24. ASSEMBLY/PRE-GRID AREA

- 24.1. For Practice, Qualifying and Races, all competing vehicles, must go to the Pre-Grid/Assembly Area when called, unless otherwise directed. Drivers will then be directed onto the circuit where they will begin their session.
- 24.2. Competitors are advised that they should ensure that their competing vehicle is in the Pre-Grid/Assembly area and prepared to compete at least 20 minutes prior to the scheduled start time for their scheduled activity. Late attendance may result in the competing vehicle being prohibited from competing.
- 24.3. Helmets and other driver apparel may be checked at any time in the Pre-Grid/Assembly Area to ensure compliance.



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25. QUALIFYING PROCEDURE
25.1. In accordance with the relevant Category Regulations.
25.2. Where no procedure is specified, all drivers will be required to complete at least 3 laps of practice in any of the practice or qualifying sessions available to them and must do so to the satisfaction of the Clerk of Course. Drivers not completing such laps may start in the event only with permission of the Clerk of Course and the Stewards of the Meeting, and then only under such conditions that may be applied.
26. GRID POSITIONS
26.1. In accordance with the relevant Category Regulations.
26.2. If the Category Regulations do not specify grid determination, then refer Grid Positions, in the SR's.
27. START PROCEDURES
27.1. All race starts will be in accordance with the relevant Category Regulations.
27.2. Where no procedure is specified, the Race Start Procedure will be as detailed in the SR's.
28. ADDITIONAL POST FOR CONTROL LINE FLAGS
28.1. In addition to the flag signals shown at the Control Line, the following flag signals will be displayed from Flag Marshal Point at Turn Nine (9) located on Drivers Right the Black Flag and Black Flag with Orange Disc (Mechanical Black Flag) together with a board displaying the number of the intended vehicle.
28.2. All competitors after having been shown the mechanical deficiency or black flags are required to enter pit lane immediately.
29. DRIVER BEHAVIOUR & TRACK LIMITS
Driver behaviour is detailed in Article 2.40, Driving Rules, in the AASA Standing Regulations. The Senior Flag Marshal at each Flag Point is designated as a Judge of Fact with regard to driving conduct, and in particular, baulking, shortening the course by excessive use of the kerbs, cutting a corner, shortening the course or bringing dirt onto the course. Appropriate action will be taken if infringements are observed.
30. EXITING THE TRACK AFTER SESSIONS AND RACES
30.1. At the end of each practice or qualifying session or race, all competition cars must exit the Circuit via Pit Entry as soon as practicable after receiving the chequered flag and having completed a cool down lap where necessary.
30.2. On the direction of a Pit Lane Official tender vehicles and any competition vehicle/s located in Pit Lane at the end of a practice, qualifying session or race must remove their vehicle/s immediately unless otherwise directed by an official of the event.
30.3. All Drivers are reminded that the Paddock Area is a General Public Area and MUST strictly observe the speed limit of 10km/h .



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31. PARC FERMÉ

- 31.1. In accordance with the relevant Category Regulations. Where no procedure is specified, competitors must adhere to the direction of the Chief Scrutineer.
- 31.2. Unless otherwise advised by the Chief Scrutineer, Parc Fermé is located adjacent to the Scrutiny Bay.
- 31.3. Cars may be required to remain in Parc Fermé until at least thirty (30) minutes after the posting of the provisional results or until the Steward of the Meeting orders their release.
- 31.4. Cars which have not been taken to Parc Fermé after being directed to proceed there may not be classified. Only those Officials responsible for supervision may enter Parc Fermé. No intervention of any kind is allowed unless authorised by such Officials.

32. TIMING

- 32.1. All sessions and races will finish at the control line. The control line for all timing is on the main straight forward of Grid Position 1 and 2.
- 32.2. All sessions and races will be “time certain” to ensure that the program time for each category is not unduly affected by time delays experienced in other sessions or races. Category Managers/Administrators and/or Competitors will be advised if the finish times detailed in the schedule vary on the day.
- 32.3. Timing of all sessions and races will be collected electronically by using the Winton Motor Raceway Timing System. The Timing Transmitters will be allocated to you at Sign in. Winton Motor Raceway operates the MyLaps or Dorian Timing system, for those who do not own a MyLaps transponder they can be hired with your entry or at sign on for \$66.
- 32.4. Cars without an operational timing transmitter during any session may not have a time recorded until the transmitter is functioning and operating correctly.
- 32.5. All Timing Transmitters MUST be returned at the conclusion of competition, or the competitor will be invoiced for the full cost of the unit.
- 32.6. Times/results will be available at <http://racing.natsoft.com.au/results/>

33. MEDICAL SERVICES

Medical requirements will be supplied by promoter.

Any injuries or “emergencies” experienced by the Teams must be reported to the Race Administration Office as soon as practicable to enable an appropriate emergency response, and to allow for the Organiser to comply with appropriate statutory OH&S reporting requirements.



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34. RESPONSIBILITIES OF THE COMPETITOR

- 34.1. The completion of the Scrutineering Declaration form and presentation of a car for Scrutiny will be deemed an implicit statement of conformity and that the vehicle is safe and suitable for the intended competition listed.
- 34.2. Competitors must ensure that their cars comply with the conditions of eligibility throughout the Event.
- 34.3. Competitors must ensure the Driver of any large tender vehicles or prime mover/s in their team must not rotate the front steering whilst the vehicle is stationary as this causes damage to the surface in the Paddock. Recovery of costs will be sought to repair any damage caused by non-compliance.
- 34.4. Any competitor contemplating on-site team catering must contact the Series Manager or Administrator at least five (5) working days prior to the meeting to ensure that both Local Council compliance and Venue Management requirements are met.

35. REMOTE PILOTED AIRCRAFT (RPA)/DRONES

In addition to the AASA RPA (Drone) Policy, commercial and private, remotely piloted, unmanned aircraft (i.e. "drones", the ground-based controller and the system of communications connecting the two) are prohibited unless authorised by the Civil Aviation Safety Authority (CASA) and the Organiser.

36. WASTE OIL/TYRES

- 36.1. Waste oil is to be disposed of in the designated waste oil bins provided. These are clearly identified and distributed throughout the paddock area.
- 36.2. All storm water drains lead directly to the local waterways and the Environmental Protection Agency (EPA) will be monitoring the situation in the lead up and throughout the Event.
- 36.3. This ban includes the washing of any wheel rims within the vicinity of storm water drains.
- 36.4. Competitors are advised that the EPA is taking an extremely proactive approach to this matter and teams are put on notice that any infringement of this directive will result in action being taken by either the Promoter or the EPA or both. The EPA has the ability to prosecute offenders with heavy penalties.
- 36.5. Used tyres must be removed, from Winton Motor Raceway, by the competitor, for disposal in an appropriate manner.

37. ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of an AASA 'Competition' or 'Officials' licence (or approved equivalent licence) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach of the NCR's or the SR's. Consumption of alcohol in the pits, paddock or any section of the venue under the control of Officials is forbidden until all competition is concluded each day.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. No glass is allowed in the venue.