



Meet the Team

Ben McMellan – Chief Executive Officer

Abi Hay – Head of Business Development and Sporting

Michael Masi – Sporting Manager

Adrian Coppin – Head of Events and Commercial Operations

Matleena Pukkia – Series Manager

Tom Collings – Marketing and Partnerships Manager

Michael Stratus – SpeedSeries Media Manager

Imarni Paynter Davis – Team Relations Assistant

Belinda Taylor – Sporting Coordinator

Steve Chopping AM – Series Steward

James Taylor – Race Director

Craig Baird – Driving Standards Advisor

Nigel Faull – Deputy Race Director

Jacqueline Devereaux – Assistant Race Director

Scott McGrath – Technical Manager and Pit Lane Manager

Geoff Riddle – Technical Delegate

Ashley Sheffield – Deputy Technical Delegate

 Monochrome



 Monochrome



Where they are Located



SRO Office – Suite 2 Pit Lane Building:

Ben McMellan
Abi Hay
Michael Masi
Adrian Coppin
Matleena Pukklia
Michael Stratus

Site shed outside Race Control:

James Taylor
Craig Baird
Nigel Faull
Jacqueline Devereaux

Stewards Office

Ground Floor Race Control Building:

Steve Chopping
Belinda Taylor

Technical Bay – Garage 49 in Pit Lane:

Scott McGrath
Geoff Riddle
Jeff Birrell
Ashley Sheffield



Race Management Channel (RMC)



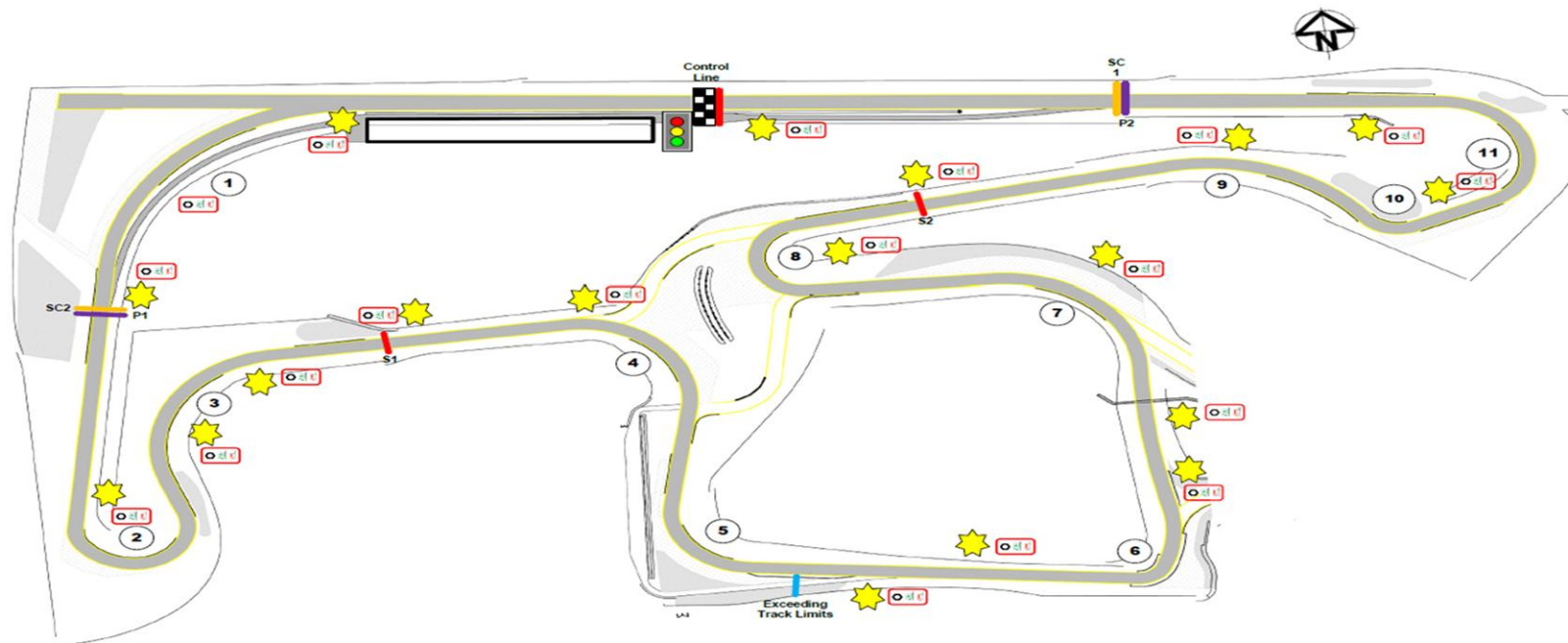
- TEST 15 to 20 minutes before each session
- First session of the day answer "ok" + car # on the SRO team messaging
- Time check 10 to 15 minutes before the first session each day
- For a test or an issue contact Scott McGrath



Circuit Diagram



Circuit Diagram
Sydney Motorsport Park – Gardner Circuit



KEY

- Start Lights
- Control Line
- Turn Number
- Lights - Regulatory
- Sector Loop
- Speed Trap
- Safety Car Line
- Track Limits Loop
- Position Line
- Marshal Post

Circuit Length: 3905m
S1: Sector 1 1262m
S2: Sector 2 2744m
SC2: Safety Car Line 2 591m
SC1: Safety Car Line 1 3610m

NOTE: All measurements are approximates and are taken from Control Line

P1: Position Line 1 591m
P2: Position Line 2 3610m

NOTE: All measurements are approximates and are taken from Control Line



Light Panels and Flag Posts

- Trackside Light Panels and or Flag signals will be operational for this round.
- The Light Panel locations are displayed on the Circuit diagram as ( Yellow Lights - Regulatory)
- Any signal displayed by a Trackside Light Panel or Flag Signal will be regulatory and must be complied with.
- Failure to obey any Trackside Light Panel or Flag signal will be referred to the Stewards.

Light Panel Signals

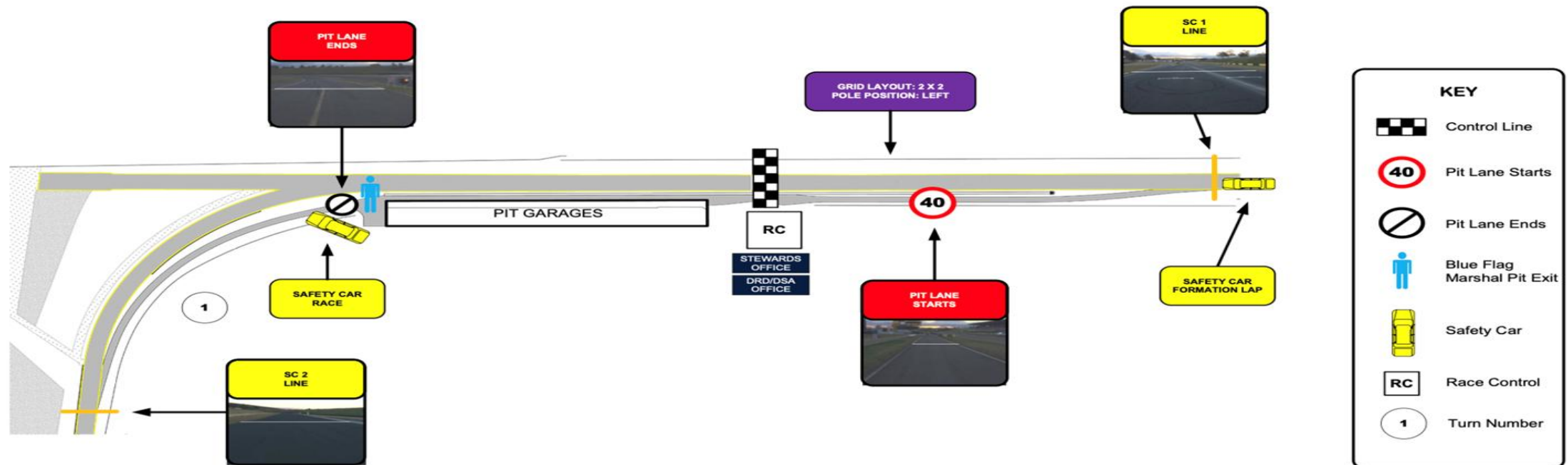


**SLIPPERY SURFACE
FLAG**



Pit Lane Diagram

Pit Lane Diagram
Sydney Motorsport Park – Gardner Circuit



Pit Exit

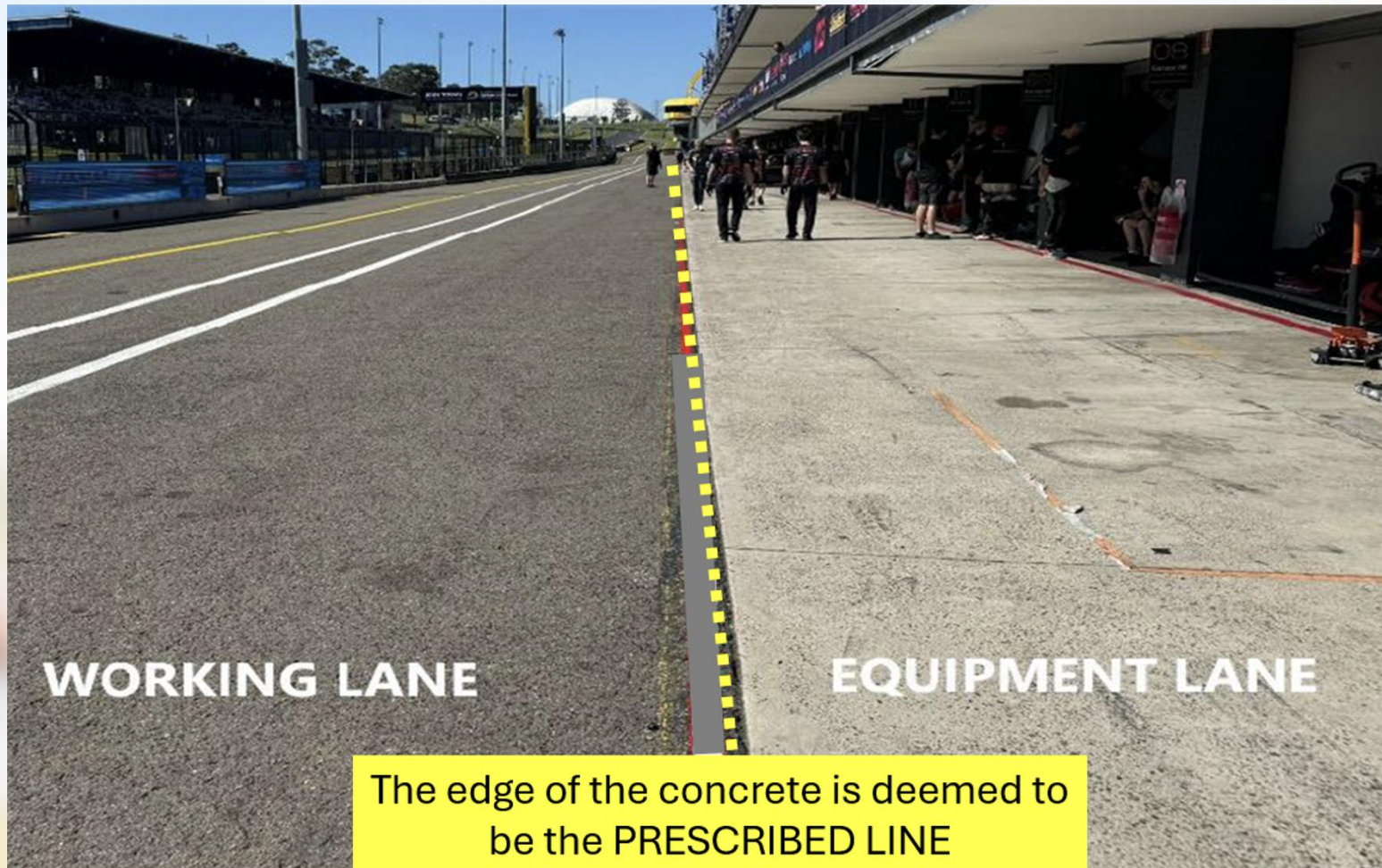


Pit Lane Entry



Pit Lane Speed Restriction Line

Pit Lane



Start of Sessions

- All Cars to 45 degrees outside your garages before each session.
- Practise and Qualifying - Cars to Pit Exit in garage order as per instructions above.
- No Cars are to proceed until Fast Lane Open called over RMC/SRO App/Timing screen.
- For RACES, cars to 45 degrees in front of garages, and cars will be called in Grid order over RMC to Pit Exit.

Pit Stop protocol



Car Control

- No personnel may hold panels on the working lane or stand behind stationary panels. No lollipops or panels may be fixed or shown from the pit wall towards the pit lane. Team personnel may use lollipops to indicate to the cars from the working zone. (Article 36.4 in Pit Stops – General)
- No Car can be driven directly IN or OUT of a garage .
- If the need arises that you need to return to your garage during a session, the Car must first stop parallel in your allocated pit area.
- The Car must be then placed on SKATES and pushed back into your garage.
- The Car must be pushed on SKATES to the parallel position. Once safe to do so the car may be released.



Pit Stop protocol

Practice Sessions

- All cars to stop parallel at their allocated pit bay area.
- If a RED Flag is called during a session, then all Cars must be at 45° nose out ready for a possible resumption to the session.

Qualifying

- All cars to stop parallel at their allocated pit bay area.
- If a RED Flag is called during a session, then all Cars must be at 45° nose out ready for a possible resumption to the session.

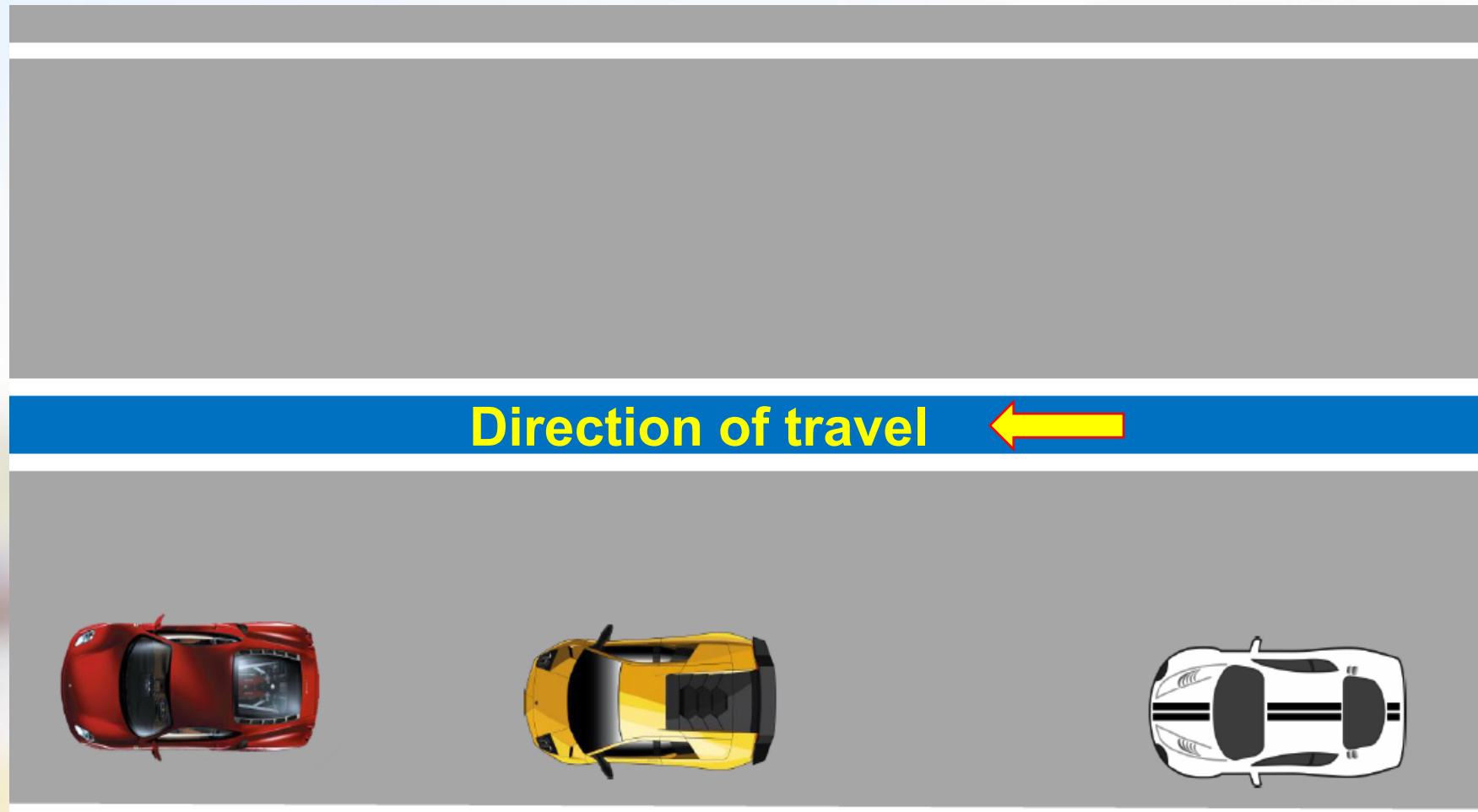
Races

- All cars to stop parallel at their allocated pit bay area.

At all times the following must be adhered to;

- Each car must have a car controller managing the safe release of the car.
- The car controller must be wearing the white armband.
- All crew members to be appropriately attired and arm bands must be worn.

Pit Lane protocol



End of Sessions

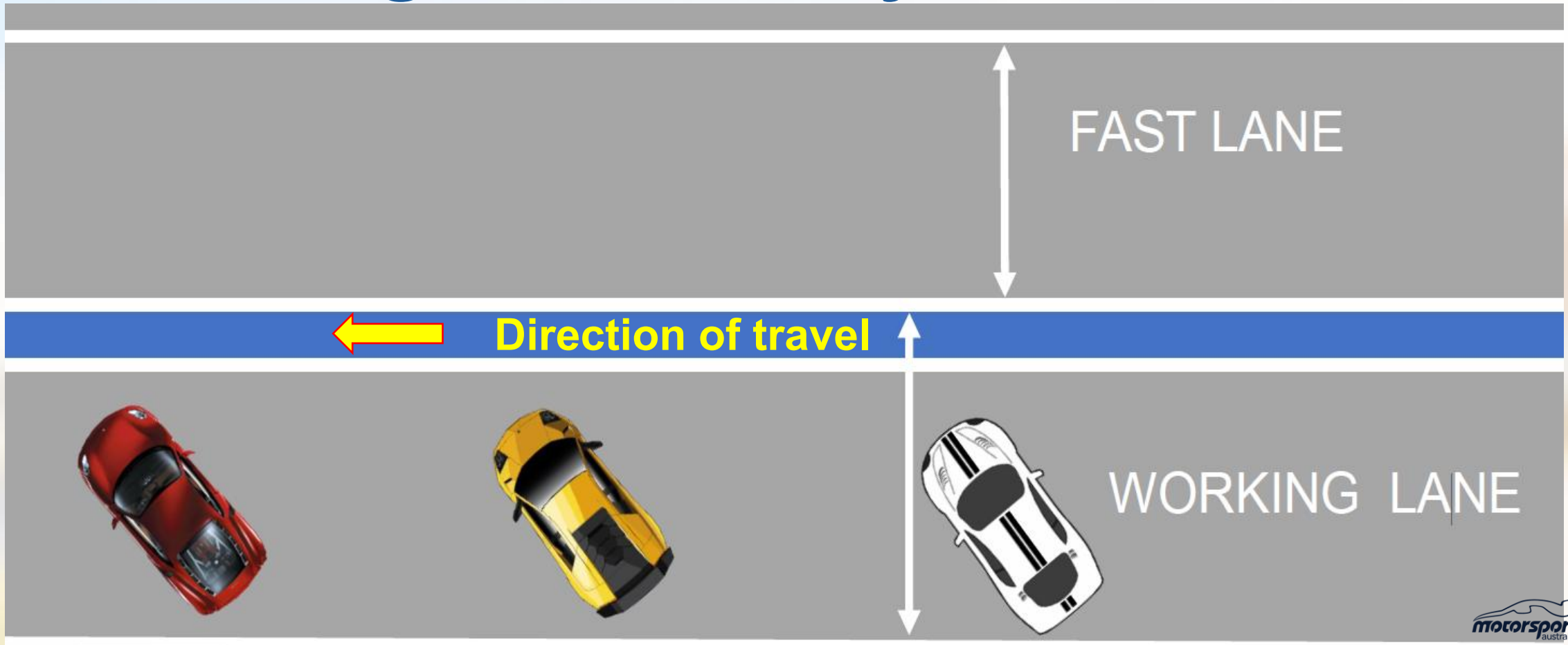
- All Cars to complete a full “COOL DOWN” lap and to return to Pit Lane via the Pit Entry Road.

Qualifying 1 to Qualifying 2

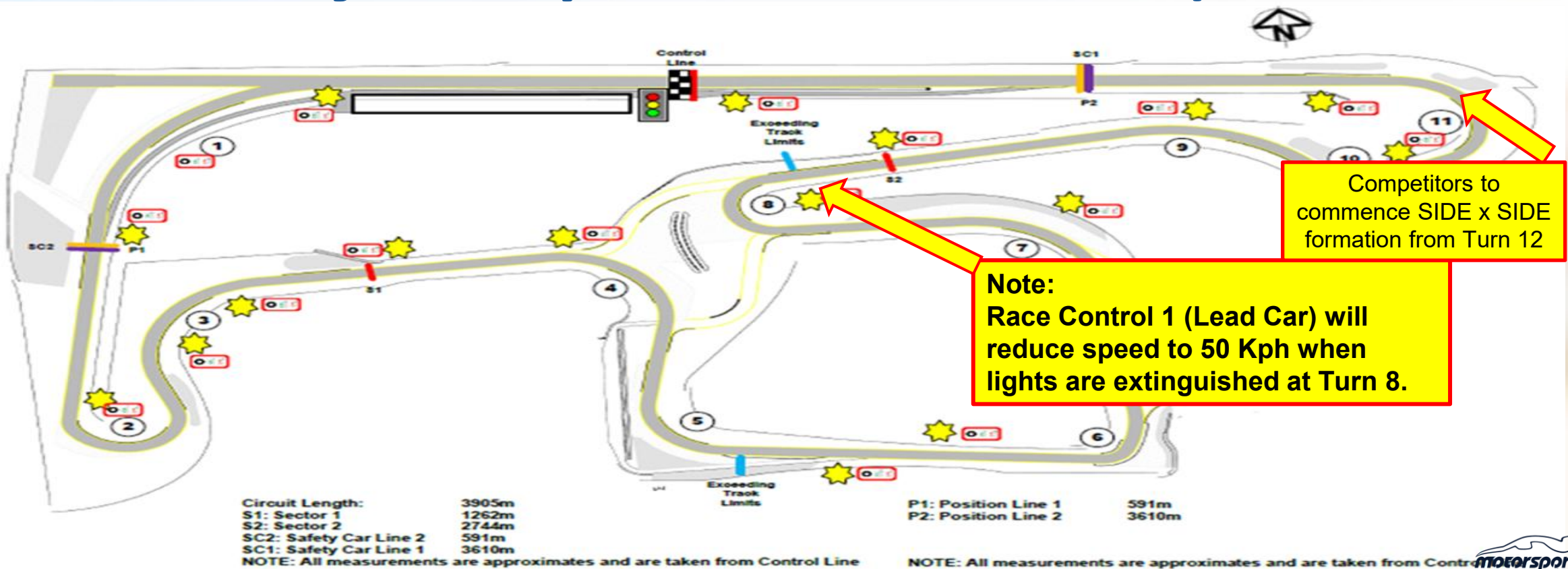
- All Cars to stop in their allocated Pit Bay area in Pit Lane at the end of Qualifying 1.
- All Cars are under Parc Fermé conditions from when the Chequered flag is displayed.
- All Cars will be released from Parc Fermé conditions by direction on RMC or by message on the SRO App to prepare for Qualifying 2.
- Cars can not proceed to Pit Exit until FAST LANE has been announced on RMC or by message on the SRO App for the commencement for Qualifying 2.

Pit lane protocol, Red Flag and start of Qual 2

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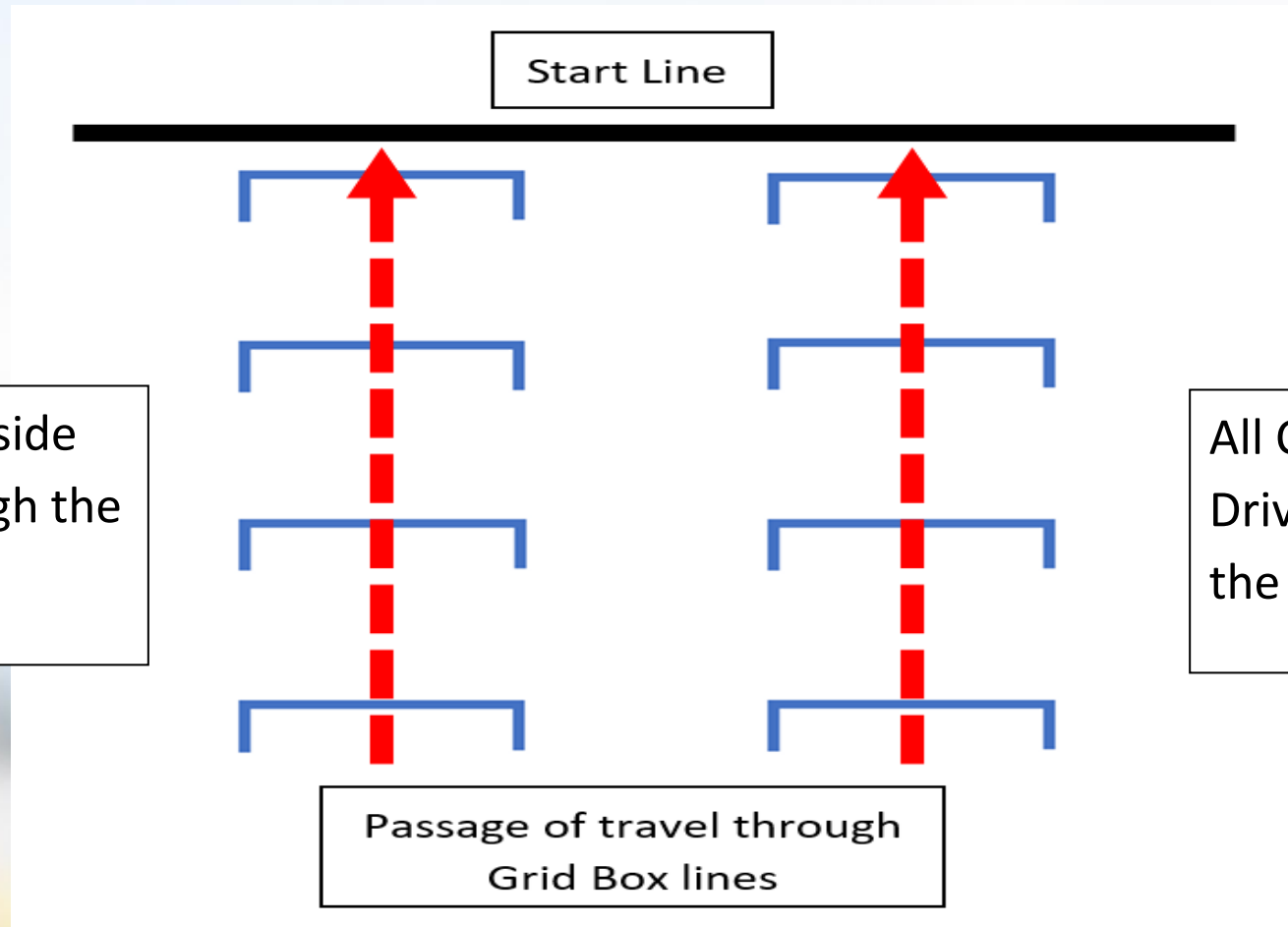


Side x Side form up location Turn 12 (Article 45.5)



Race Start

Proceed through the Grid Boxes



All Cars on POLE position side
Drivers Left to pass through the
grid boxes on this side

All Cars on 2nd position side
Drivers Right to pass through
the grid boxes on this side

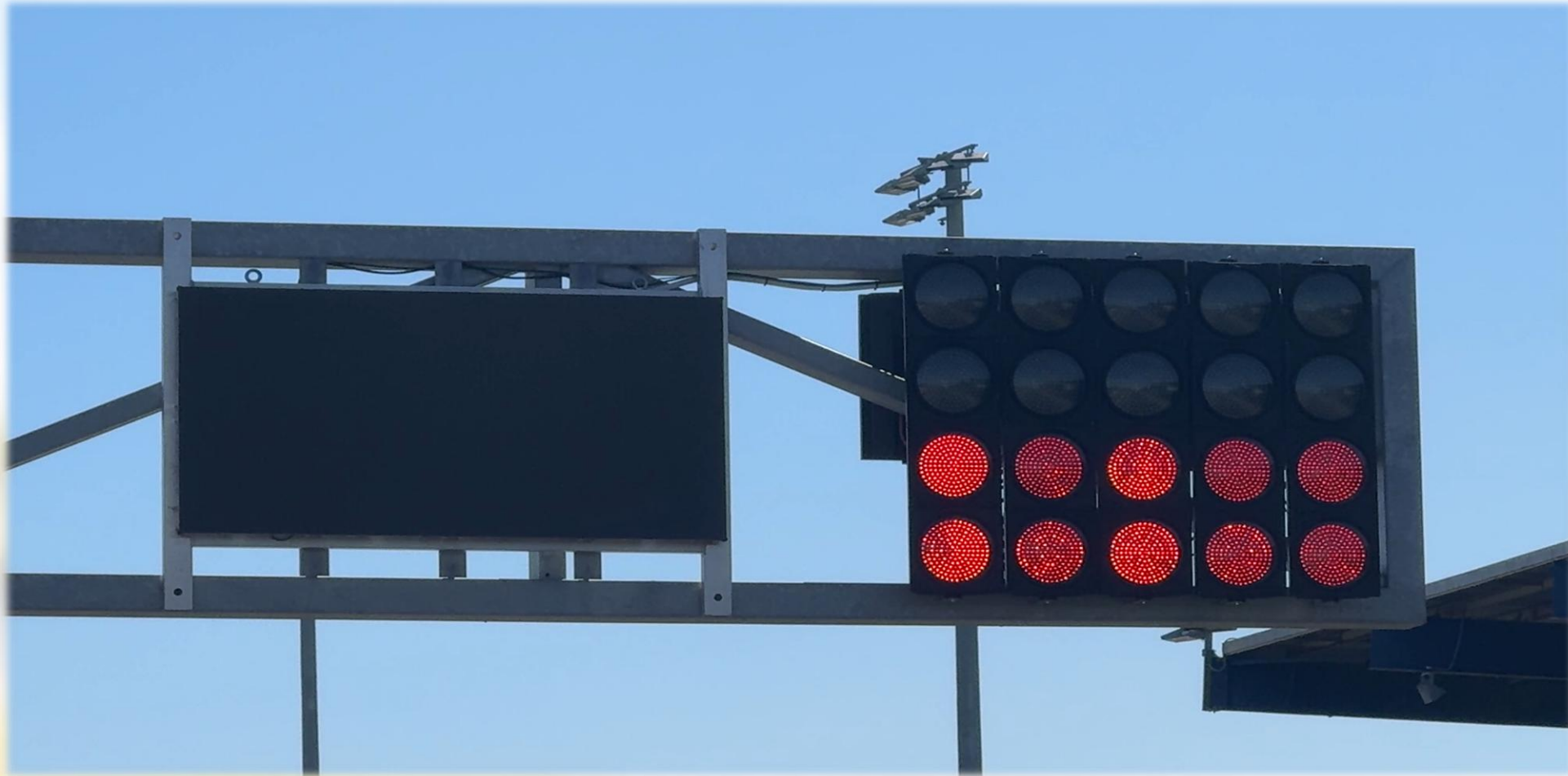


Race Start Procedure

- The field will be led by Race Control 1 (Lead Car) at the commencement of the Formation Lap.
- When Race Control 1 exits Turn 8, it will reduce speed to 50 Kph. This is to bunch the field, at this point Race Control 1 will extinguish the roof lights.
- As the field approaches Turn 11, the field should commence Side x Side formation.
- Race Control 1 will continue to lead the field until it reaches the Pit Entry road, at this point Race Control 1 will return to Pit Lane.
- From the point that Race Control 1 has entered the Pit Lane entry road, the Pole Car controls the speed and may only accelerate to the maximum speed as per the 2026 Sporting Regulations.
- All cars are to travel through the Grid boxes on their respective side of the circuit. Until the RED Start lights have been extinguished, the RED lights being extinguished signals the race has started.
- If the Start lights remain ON, this is the signal that the Start has been ABORTED – Extra Formation Lap. Yellow flags will be shown at all Marshal Posts, and the Pole Car is now responsible to reduce speed to 80 Kph and lead the field.
- The field is to recommence the Side x Side formation from Turn 12 and travel through the Grid boxes on their respective sides of the circuit until the RED Start lights have been switched off.

Start Lights

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Start Lights – Aborted Signal



Track Limits

Track limits will be monitored at Turn 5 Drivers Right and also Turn 8 Drivers Left

Practice

- Drivers will be warned and if necessary, displayed the Bad Sportsmanship Flag.
- Excessive breaches may result in incidents being referred to the Stewards, a penalty maybe applied.

Qualifying

- A Judge of Fact decision will result in the lap in which the breach occurred, being deleted.
- Excessive breaches may result in incidents being referred to the Stewards, a penalty maybe applied.

Races

- 1st Notification - A Bad Sportsmanship Flag will be displayed to the offending Car.
- Continual Breaches - Offending Car will be referred to the Stewards, a penalty maybe applied.

Impeding

Practice

- Drivers will be warned and if necessary, displayed the Bad Sportsmanship Flag.
- Excessive breaches may result in incidents being referred to the Stewards, a penalty maybe applied.

Qualifying

- Breaches may result in incidents being referred to the Stewards, a penalty maybe applied.

Races

- Breaches may result in incidents being referred to the Stewards, a penalty maybe applied.

Safety Car Procedure

- Reduce speed and do not overtake when the yellow flags and SC boards are displayed at each flag post.
Do not pass the Safety Car unless directed by the Safety Car observer – via a green light on the roof.
- On each lap of the Safety Car, the pit exit will close as the Safety Car passes Safety Car Line 1 (SC 1) and will open as the last car in the formed line has passed Safety Car Line (SCL 2).
- When the Safety Car lights are extinguished, it will accelerate away from the field and return to pit lane on that lap.
The nominated point to extinguish the Safety Car lights will be at Turn 8 and the SC Boards only will be removed.
- When the Safety Car lights are extinguished, all cars must maintain the speed of the Safety Car (before it accelerated away approx. 80 kph) **and cease the practice of aggressively accelerating and or braking and weaving until the green flag have been displayed.**
- When the Safety Car enters pit lane, a green flag will be displayed at the Control Line only and the lead car can then maintain speed or accelerate (they cannot reduce speed), towards the Control line.
- Overtaking is prohibited until the car has passed the control line.

Red Flag Procedure



Practice or Qualifying

- Reduce speed to 80 Kph and proceed directly back to pit lane in a safe manner.
- The timing system will not be stopped.
- **All cars are to park parallel at their allocated pit area and be 45° for restart.**
- No car can leave their respective pit area until an announcement has been made via the RMC that the FAST LANE is open, and the session has resumed.
- **Once FAST LANE open has been announced Cars may proceed to Pit Exit in order starting from the car closest to the Pit Exit. Start of session rules apply re-car controller.**
- Every effort will be made to restart practice or qualifying if time permits

Races

- Reduce speed to 80 Kph and prepare to stop at Safety Car Line 1 (SC 1) or as directed, or follow the SC, or follow directions given over RMC in a safe manner.
- The timing system will not be stopped.
- If time permits the Race will be resumed complying with Article 47.3 of the Sporting Regulations.



TV Stop Area & Podium

- The winner of each class will be required at the stop area. They must go directly to the stop area.
- If there is a second driver, they must meet the winning car at the stop area.
- The podium will begin immediately after the race. Please ensure your drivers are brought straight to the podium area.

PARC Fermè

Qualifying

- Cars required to attend the Scrutineering Bay will be announced via RMC and or the SRO App and should go straight to Parc Ferme.
- All other Cars are to proceed back to the Garages under PARC Fermè conditions.

Races

- Cars required to attend the Scrutineering Bay will be announced via RMC and or the SRO App and must transit directly to the Scrutineering Bay (if not required at the stop area).
- All other Cars are to proceed back to the Garages under PARC Fermè conditions.
- A mechanic with a red armband MUST remain with cars in the TV stop area. They will be required to move the cars to the Scrutineering Bay on instructions from the Technical Delegates. Failure to have a mechanic with a red armband at the stop area will be reported to the Stewards.

PARC Fermè

SRO - SHANNONS SPEED SERIES – PARC FERME / SRO TECH - MOVEMENTS

TEAMS INFO - Round 5 – SMSP 17-20 September 2026



-  **PARC FERME – movement to paddock Parc Ferme from TV stop via Pit Exit gate to the paddock.**
-  **PRE-SCRUTINY – movement to Tech Garage via Paddock Parc Ferme**
-  **Return to Pit Lane Garage after Pre-Scrutiny and Parc Ferme – under instruction from the TD's and Pit Lane Marshals**

PARC Fermè

PARC FERME

2 areas nominated for Parc Ferme:

Pit Lane – area located between the Race Control tower and the Pit Lane Building – otherwise known as the venue podium area.

Paddock – area directly paddock side behind Garage 49.

Cars nominated for Parc Ferme Tech Garage, will STOP at Pit Lane Parc Ferme area, except for TV Stop cars which will go to that area, then move to the Paddock Parc Ferme area.

GTWCA and GT4 - Return to garages post Parc Ferme

Instructions to be clearly given by the TD to each car for its return to its garage post Parc Ferme. Consideration of its location in the lane, what on-track sessions and where possible consider staging returns to gaps in on-track activity. Return will generally be from Pit Entry end of the Pit Lane.

Each car must be under the control of a suitably qualified Red Arm Band mechanic who must be seated in the car to steer and control the car. Car engine may be running.

Car may be driven to the pit entry end of the lane where it **MUST STOP** until directed to enter the lane by a Pit Lane Marshal. Additional Team members must guide the car down the lane, which may be driven unless instructed by Pit Lane Marshal to only PUSH. A Pit Lane Marshal will direct the return and display a Yellow Flag if during an on-track session.

Pit Lane Marshal must communicate with Race Control if a car is being returned during an on-track session and do so under the direction of Race Control.

GT4 Teams must be aware of any on-track activity when moving cars IN/OUT of pit lane garages and always avoid the fast lane.

Pre-Scrutiny

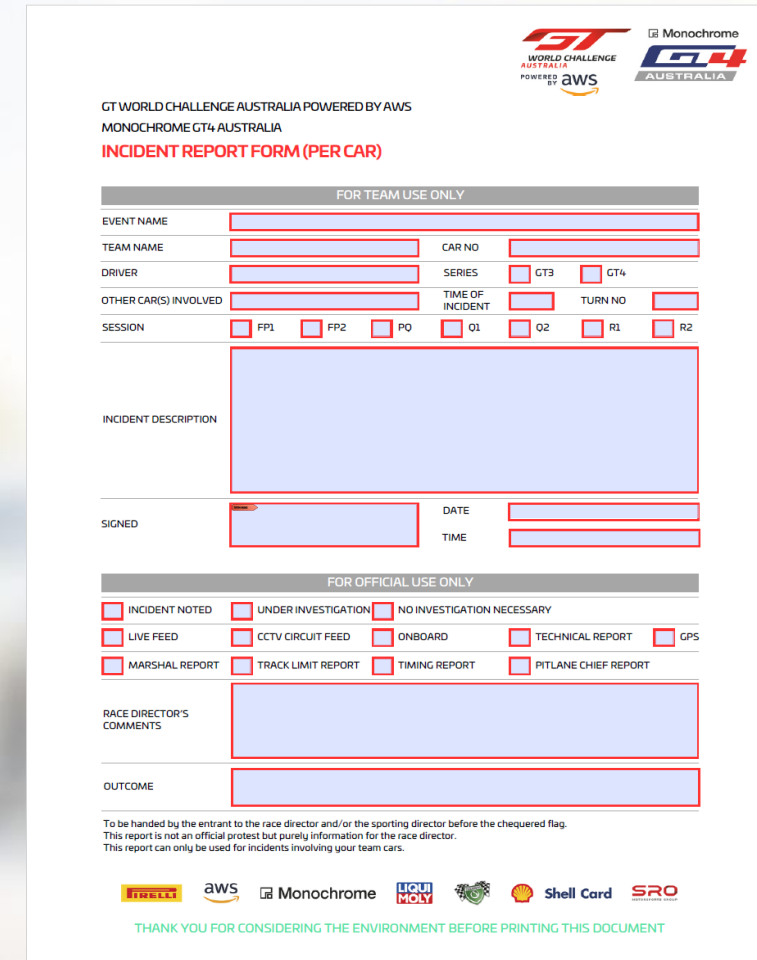
GTWCA and GT4 will access the Tech Garage (G49) from the paddock side of the pit lane building.

Return to pit lane garages will be via the pit lane.

CAUTION Ferrari test session will be on-going whilst Pre-Scrutiny is underway. Ferrari using Pit Lane Garages 39-48. Return to the pit lane garages with CARE during this time and avoid the fast lane.

Incident Request Form

- This form can be found on the website in the Teams Section under the Sporting Documents folder.
- Forms must be fully completed and with relevant information. Failure to do so will result in no further action being taken.
- Please note that only requests involving your Car will be accepted.
- Ensure the forms are submitted by the time stated on the bottom of the form.
- All forms are to be submitted via the SRO App



GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS
MONOCHROME GT4 AUSTRALIA

INCIDENT REPORT FORM (PER CAR)

FOR TEAM USE ONLY

EVENT NAME

TEAM NAME CAR NO

DRIVER SERIES ☐ GT3 ☐ GT4

OTHER CAR(S) INVOLVED TIME OF INCIDENT TURN NO

SESSION ☐ FP1 ☐ FP2 ☐ PQ ☐ Q1 ☐ Q2 ☐ R1 ☐ R2

INCIDENT DESCRIPTION

SIGNED DATE

TIME

FOR OFFICIAL USE ONLY

☐ INCIDENT NOTED ☐ UNDER INVESTIGATION ☐ NO INVESTIGATION NECESSARY

☐ LIVE FEED ☐ CCTV CIRCUIT FEED ☐ ONBOARD ☐ TECHNICAL REPORT ☐ GPS

☐ MARSHAL REPORT ☐ TRACK LIMIT REPORT ☐ TIMING REPORT ☐ PITLANE CHIEF REPORT

RACE DIRECTOR'S COMMENTS

OUTCOME

To be handed by the entrant to the race director and/or the sporting director before the chequered flag.
This report is not an official protest but purely information for the race director.
This report can only be used for incidents involving your team cars.



THANK YOU FOR CONSIDERING THE ENVIRONMENT BEFORE PRINTING THIS DOCUMENT



The SRO App



- Directives from Race Control may appear on the APP during a session.
- Each team must have one member monitoring the App at all times.
- Information as required during the round will be placed on the APP.
- The session completion time will be announced on the App, to ensure transparency as to when the 30 minutes timing has commenced from.
- Any messages deemed to be inappropriate will be referred to the Stewards.



The Officials Thank you

BBQ

- This will be on FRIDAY evening from 6:40pm on the Pit Lane Roof.
- Attendance is not compulsory, we are only requesting 5 to 10 minutes of your time to pass on appreciation to the officials that are volunteering their own time and doing this at their own expense.

***We hope this allows you to race
hard but fair, please remember
to enjoy the competition and
respect the Officials .***

***If you have any queries, please do not hesitate to approach any of the Motorsport
Australia or SRO Team.***