SRO MOTORSPORTS GROUP

Monochrome GT4 AUSTRALIA




GT WORLD CHALLENGE AUSTRALIA powered by aws

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ROWE

AMADIO Winemakers from 1936

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# 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 Pukklia – 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
Craig Baird – Driving Standards Advisor
Nigel Faull – Race Director
David Stuart – Deputy Race Director
Jacqueline Devereaux – Assistant Race Director
Scott McGrath – Technical Manager and Pit Lane Manager
Jeff Birrell – Technical Delegate
Ashley Sheffield – Deputy Technical Delegate

# Where we are Located

***SRO Office – Marquee on Concourse:***

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

***Marquee on Concourse:***

Craig Baird
Nigel Faull
David Stuart
Jacqueline Devereaux

***Stewards Office***

***Ground floor office Race Control***

Steve Chopping
Belinda Taylor

***Technical Bay – Marquee in Paddock***

Scott McGrath
Jeff Birrell
Ashley Sheffield

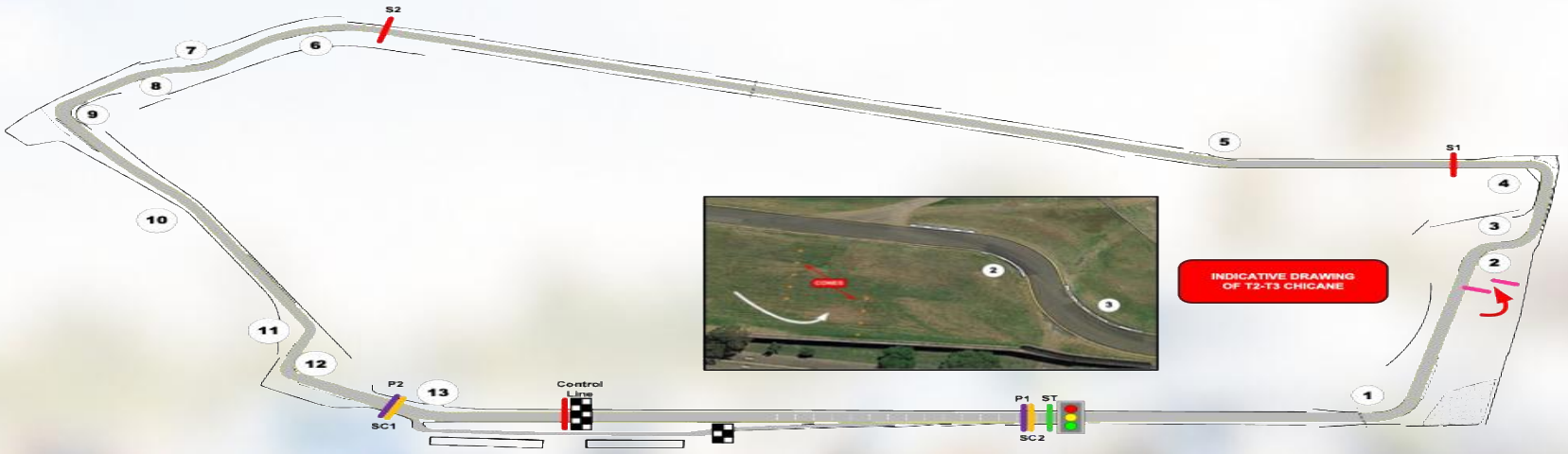
# Race Management Channel (RMC)

- 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
### Sandown Raceway




| | |
|---|---|
| Circuit Length: | 3100m |
| S1: Sector 1 | 1132m |
| S2: Sector 2 | 2116m |
| SC2: Safety Car Line 2 | 384m |
| SC1: Safety Car Line 1 | 2889m |

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

| | |
|---|---|
| ST: Speed Trap | 404m |
| P1: Position Line 1 | 384m |
| P2: Position Line 2 | 2889m |

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

**Motorsport Australia** ABN: 55 069 045 665
**Mail:** PO Box 172 Canterbury LPO, VIC 3126
**Phone:** +61 3 9593 7777 **Hotline:** 1300 883 959
**motorsport.org.au**

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# Flag Posts and Signals

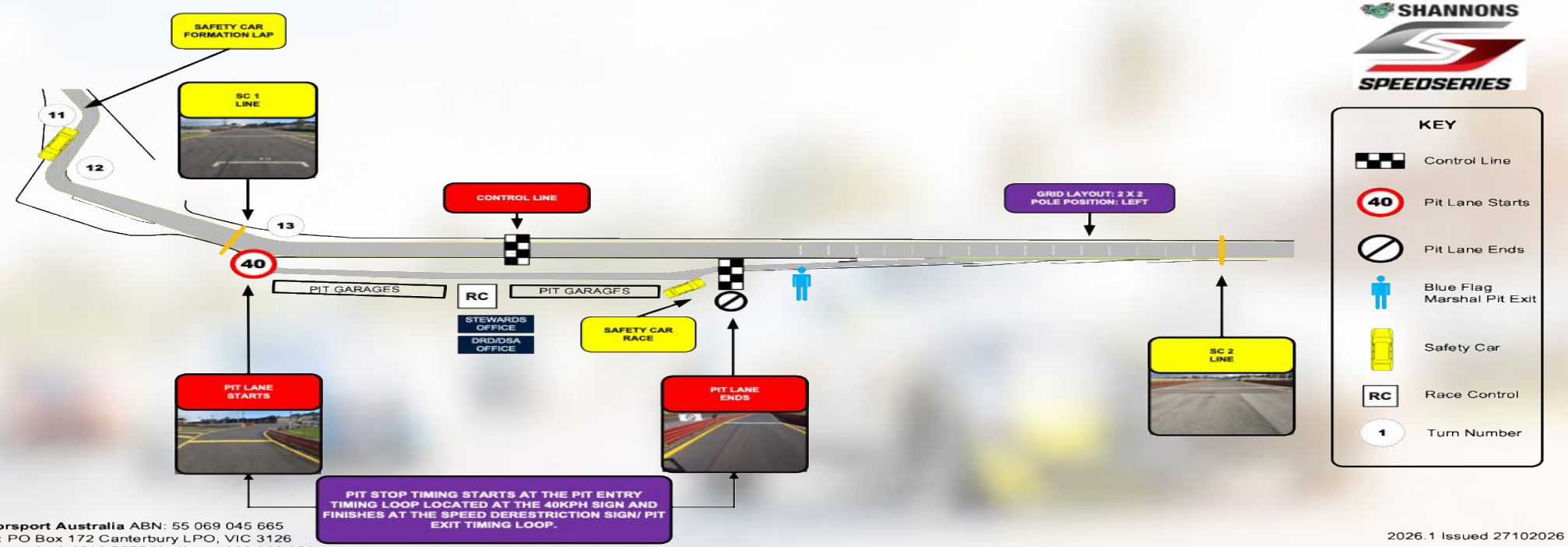
- Only traditional flag signals will be operational for this round. NO lights.
- The Flag Post locations are displayed on the Circuit diagram as




- Any flag signal displayed by a trackside officials are regulatory and must be complied with.
- Failure to obey any Flag signals will be referred to the Stewards.
- Black Flag, Bad Sportsmanship Flag and Mechanical Black Flag will be shown at the starters box as well as Flag Post 10 on Drivers Left.

# Pit Lane Diagram

## Pit Lane Diagram
Sandown Raceway



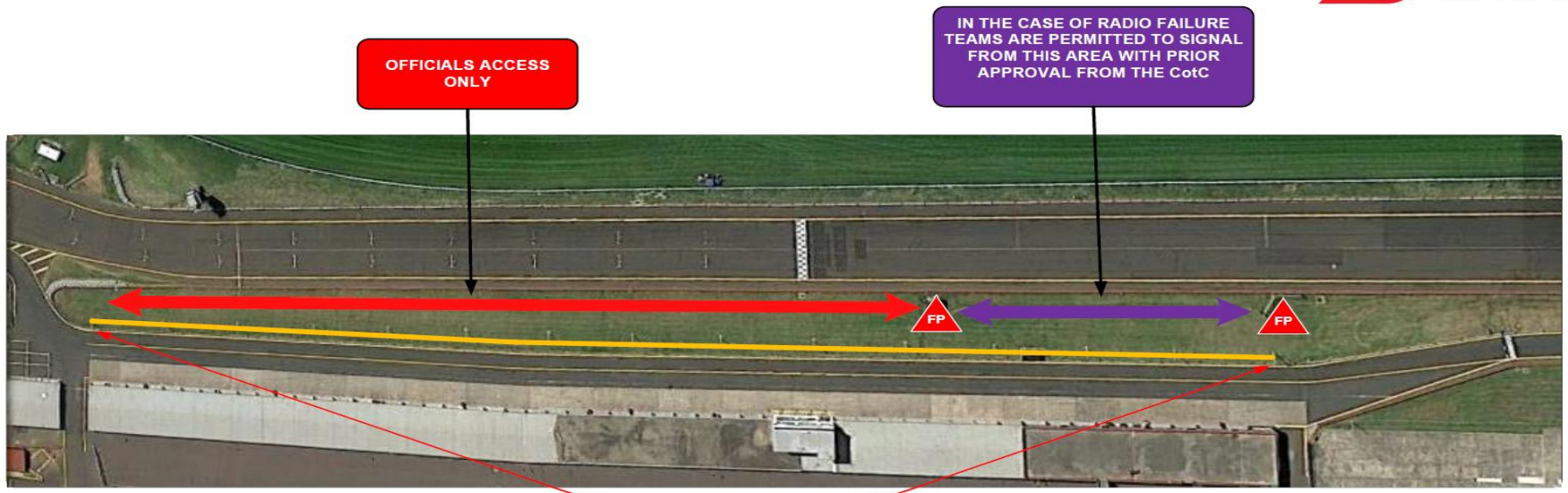

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# Pit Lane Signalling Wall Diagram

## Pit Lane Signaling Diagram
Sandown International Raceway




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# Pit Exit

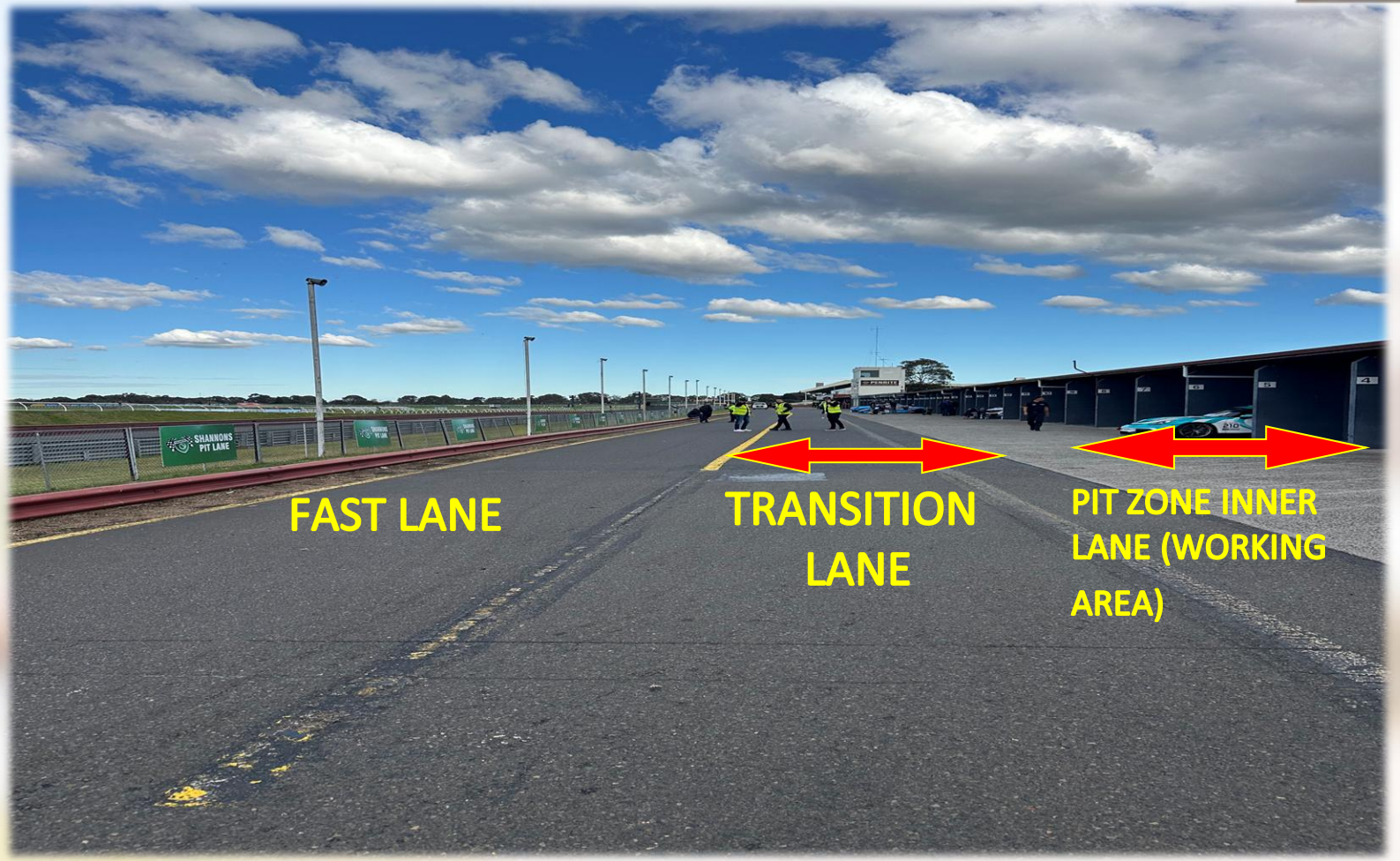

De-restriction line is the yellow line in front of the white line


Blend Line

# Pit Lane Entry



# 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.

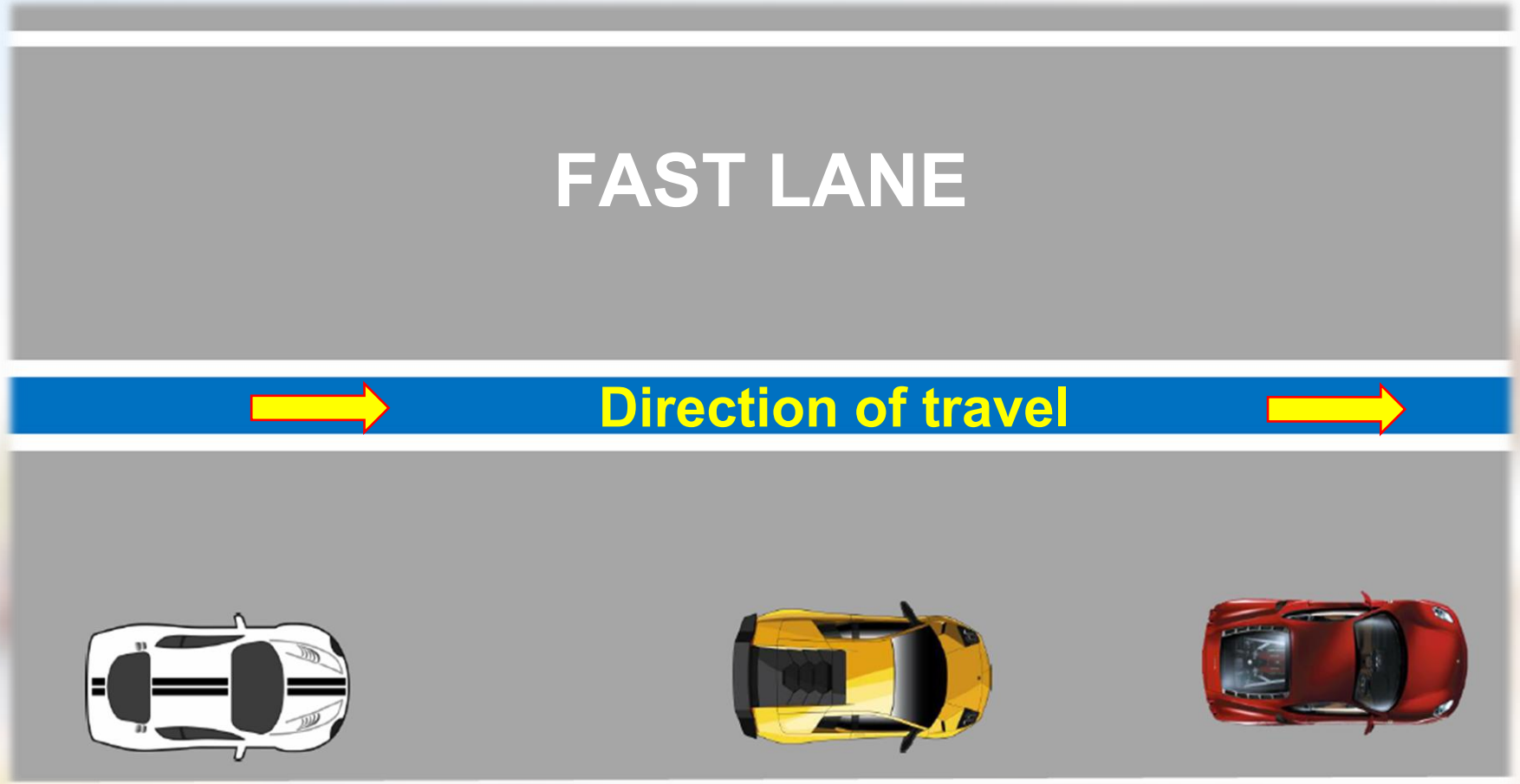
## Races

- 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




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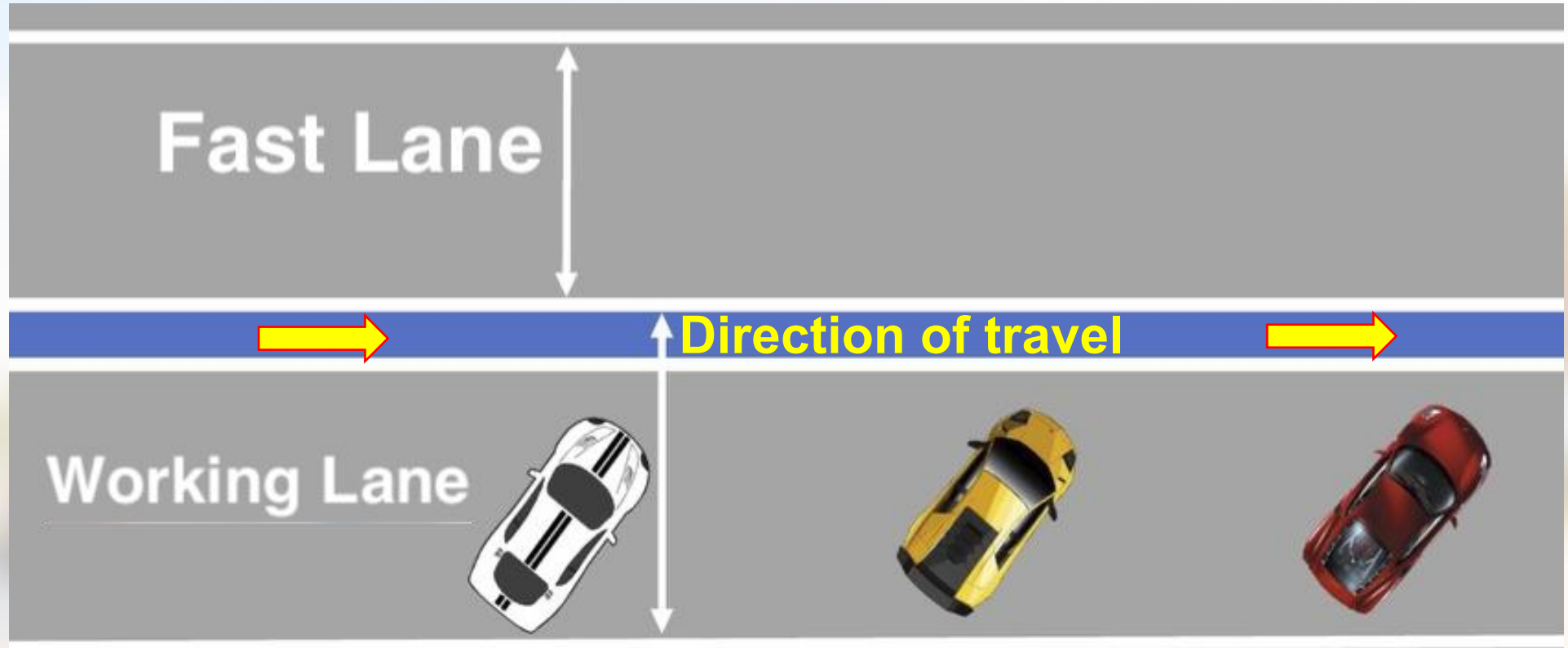
# End of Sessions

- **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.
- PLEASE REFER SPORTING REGS V2 for procedures between Q1 and Q2
- 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



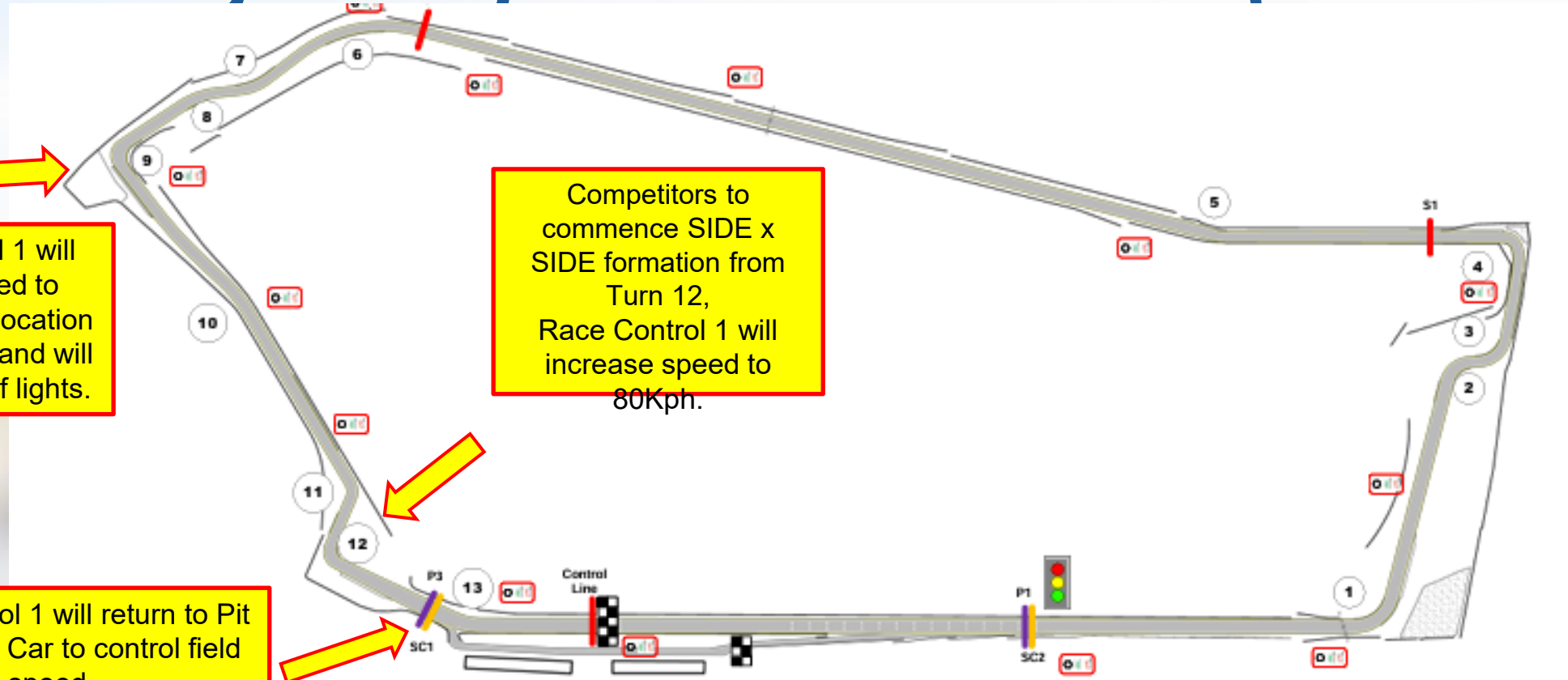
# Grid Walks both days

The starting grid is located in front of the main grandstand.

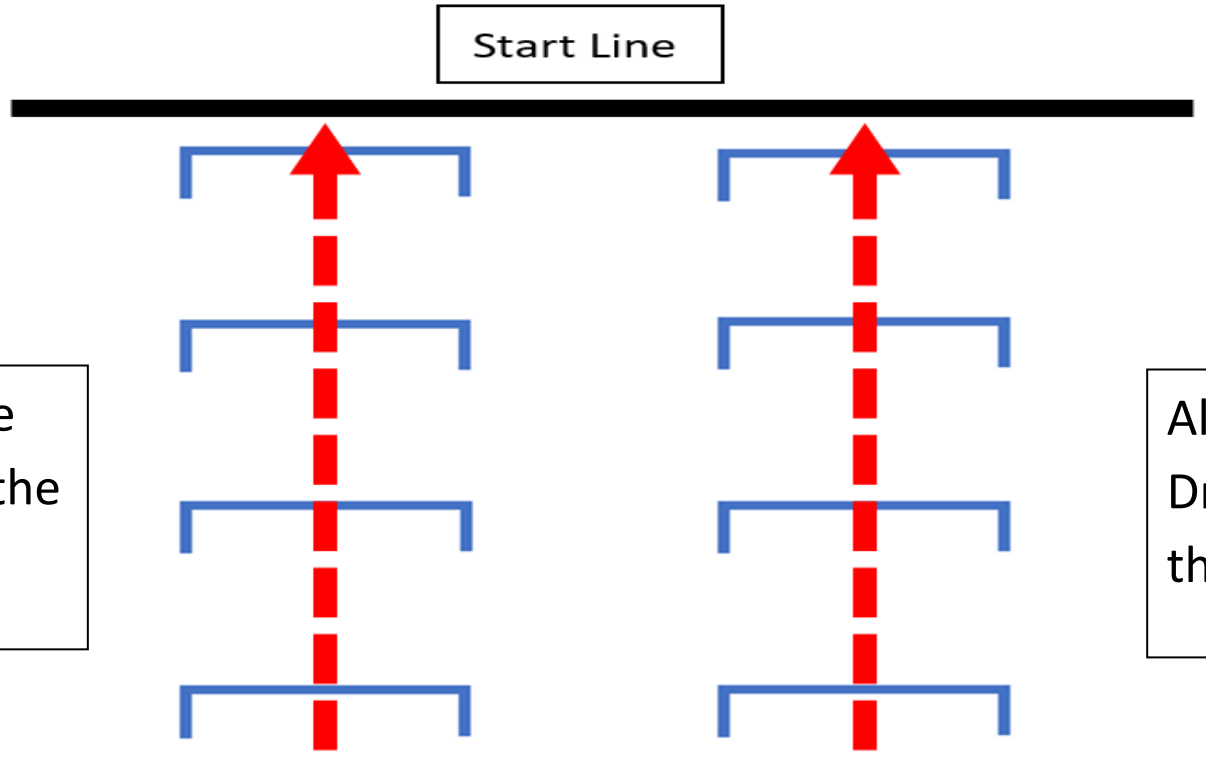
- Access to and from the grid during the start procedure is along the grass embankment in front of the grandstand.
- After the pit exit opens for the reconnaissance lap, drivers must keep the pit lane speed limiter engaged until past the starter's platform.
- At the end of the formation lap, no weaving or breaking of traction from the Control Line to the grid as there may be team members on the grid.

# Race Start

## 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

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# 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 9, 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 return to 80 kph after Turn 11 and 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 – Repeater Signal



# Track Limits

## 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 invalidated.
- 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 6 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.

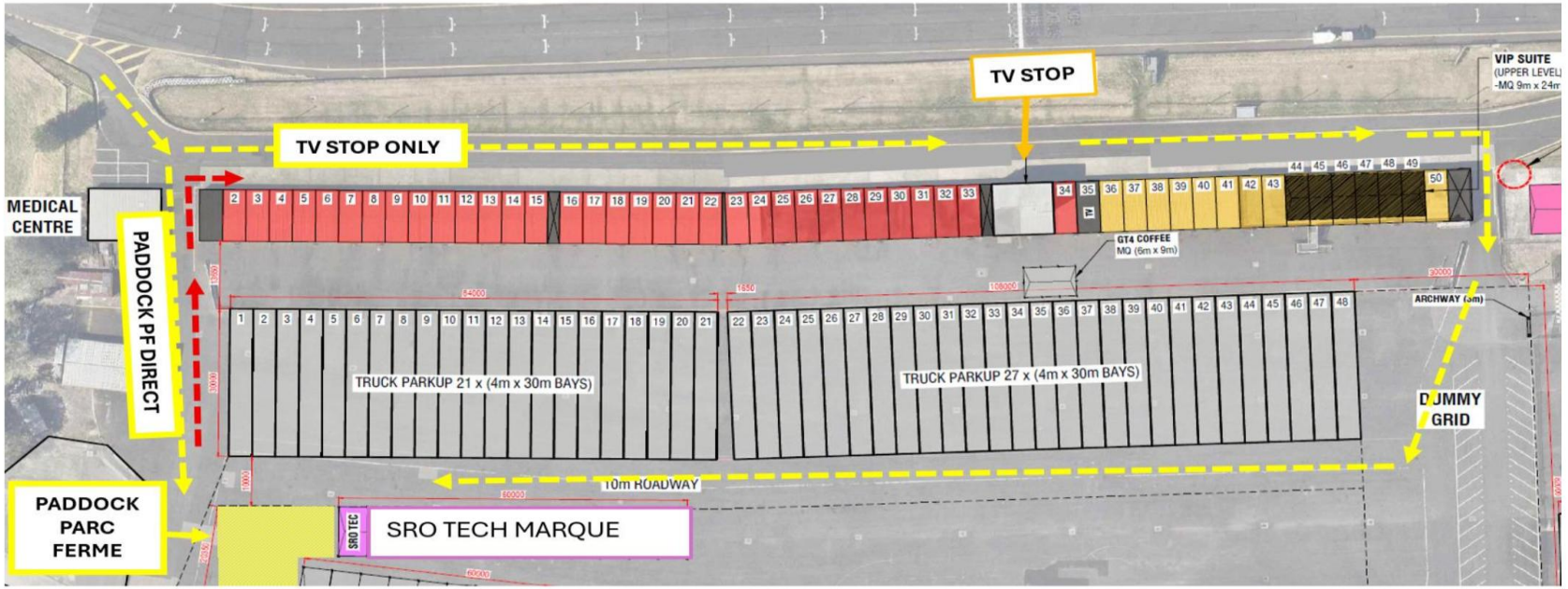
## Races

- 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 6 – Sandown 30 October – 1 November 2026**




**PARC FERME – movement to paddock Parc Ferme DIRECT or from TV STOP.**

**PRE-SCRUTINY – movement to Tech Garage via TV STOP route.**

**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

1 area nominated for Parc Ferme - Paddock – area adjacent to SRO TECH MARQUE – near Fuel Compound.
9 cars maximum called to Parc Ferme for Tech Garage. Remaining cars will Parc Ferme in Pit Lane garage for GT4.
Cars nominated for Parc Ferme Tech Garage:

- DIRECT - on exiting the track TURN RIGHT into the PADDOCK and move to the Paddock Parc Ferme area; or
- TV Stop cars which will go to that area then, under instruction from Pit Lane Marshals/TD's, turn RIGHT at the end of the pit garages and move to the Paddock Parc Ferme area (car may be driven by RED ARM BAND Mechanic – **Note:** very tight turn at pit exit).

**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.

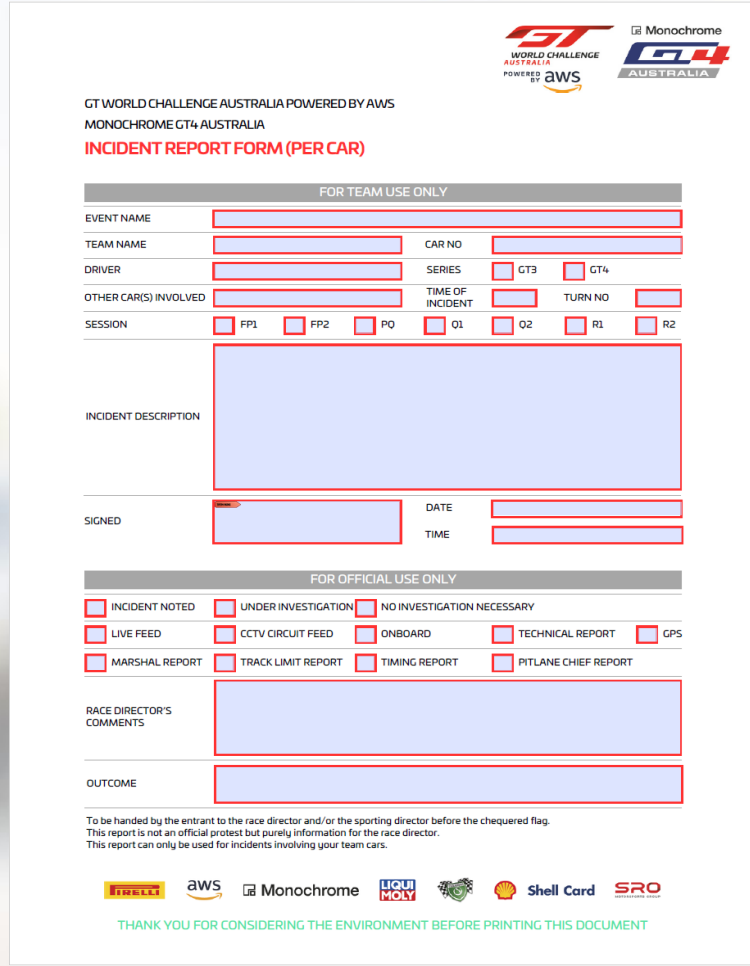
GT4 Teams must be aware of any on-track activity when moving cars IN/OUT of pit lane garages and always avoid the fast lane.

## Pre-Scrutiny

GT4 will access the SRO TECH MARQUE – following TV Stop direction - turn RIGHT at the end of the pit garages and move to the Paddock Parc Ferme area (car may be driven by RED ARM BAND Mechanic – Note: very tight turn at pit exit).
Return to pit lane garages will be via the pit 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
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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

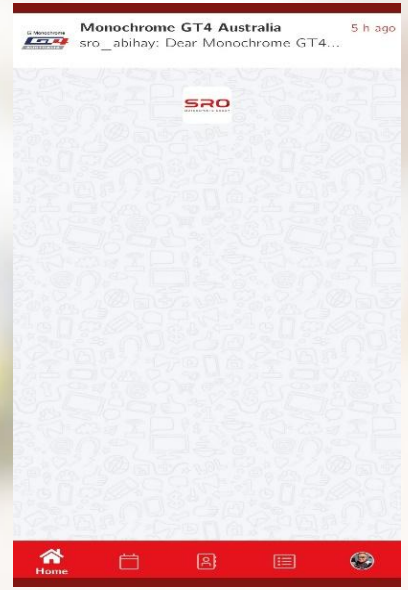
# The SRO App

- 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 Saturday evening from 6:15pm in the Vintage Room.
- 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.

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# *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.*

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