



Safety Plan

V3 October 2022

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APPENDIX (at end of doc)

- A Overall event map showing key locations

1 Introduction

1.1 Purpose of this Document

This document is the safety plan for the event. Its purpose is to provide information to officials and third parties about the means by which the event will be conducted safely. It gathers together in one location all information that could be reasonably required in order to respond to some incident or occurrence where the safety of the competitor, official or member of the public is affected.

1.2 Overview

The Whiteline Tarmac Rallysprint Series is conducted by the North Shore Sporting Car Club. The events are conducted as S1 Rallysprints and each event will form part of the Whiteline Tarmac Rallysprint Series. There are usually five events per season.

The rallysprint shall be conducted under the regulations of Motorsport Australia and the Supplementary Regulations and any further regulations that may be issued.

The event will be conducted over entirely private sealed roads within the Sydney International Dragway. The event is a competitive event designed to test the skill of the driver and navigator and the reliability and mechanical condition of the competing vehicle.

Rally Headquarters will be located at: Rallysprint , pit area Sydney International Dragway

1.3 Promoter

The event is promoted by North Shore Sporting Car Club which is a “not for profit” organisation. The revenues from the event are returned to motor sport and the promotion of similar events.

2 Officials of the Event

2.1 Organising Officials

Clerk of Course:	Brett Middleton
Assistant Clerk of Course:	Rhiana Froom
Secretary:	Adriana Pallister
Chief Scrutineer:	Peter Batt
Results and Scoring:	Phil Morley

2.2 Appointed Officials

CAMS has appointed the following officials:

Stewards:

- Ian Bigg
- Jessica NicholSEN

3. Emergency & Support Services

3.1 Medical Support

3.1.1 Hospitals

The primary hospital in the area is:

Westmead Hospital
Cnr Darcy Rd & Bridge St,
Westmead NSW

The organisers have notified the hospital of the date and times of the event.

3.1.2 Ambulance

NSW Ambulance will be notified of the date, time and locations of the event and will be supplied with detailed maps of the course and a list of pre-arranged meet points. If an ambulance is required, this will be organised by a standard call to 000 by Rally Control and the organisers may arrange to have a “guide” meet the assigned crew at one of the meet points to ensure that a safe, controlled access to the area can be provided.

3.1.3 First Intervention Vehicle

The organisers have engaged JW Motorsport Services Ph: 0408001256 to provide a First Intervention Vehicle with qualified paramedics on board.

4 Stage Security

4.1 Portable delineation devices

Portable delineation devices will be used on all external roads, to delineate spectator and service areas and to prevent cars taking an incorrect route as well as ensuring any obstacles are isolated from the route.

4.2 Para Webbing and bunting

Para Webbing and or bunting will also be used where needed to keep spectators behind as they provide a more effective definition of safe spectator areas.

5 OH&S Risk Assessment

The organisers are aware that they have a Duty of Care for all of the people that become involved in the event. This includes all of the officials, competitors, spectators, service crews, caterers, residents and any member of the public who may be affected by any activity of the rally.

The organisers have assessed the risks associated with every activity of the event, and are prepared to demonstrate how they have taken steps to eliminate or minimise the possibility of risk of harm to people. They have also considered how the activities of the rally may affect the environment, as affecting the environment may have short or long term health effects on people.

The attention to risk management includes, but is not limited to:

- The safety of the competitive stage. This includes stage security, the Route Instructions, the layout of the stage and the choice of roads. Consideration has also been given to how the set up crews will set up the stage (the level of their attention to detail and standard of stage preparation). There are guidelines for setting up stages which is provided to set up crews.
- Spectator Points. The safety of the spectators, the marshals and the competitors may be affected by the choice of location, the layout or set up of the point, the lack of adequate marshals, unsafe access routes and/or parking availability.
- Manned Road Closures. The organisers have considered the speed that competing cars will arrive at these locations. Diagrams and instructions have been created in an effort to minimise the possibility of risk of injury to the officials and / or property.
- Control Officials. Particularly Finish Controls as cars arrive at these locations at speed. The introduction of separate Timing Points and Finish Controls means that cars will arrive at the Finish Controls at minimal speed and under control.
- Competing Cars. Scrutineering for safety and roadworthiness before the event is part of the Duty of Care for the competitors. Similarly, not allowing a competitor to continue competing in a car which has become unsafe is also part of this Duty of Care.
- Service Areas. All personnel within the service areas (including spectators) will be made aware that the rules and guidelines of their normal daily workplace also apply to the rally service park. This means that there is No Smoking allowed within the Service Park. The

officials at the Service Park will be equipped with suitable fire fighting equipment within the service park.

- Entrants will also be made aware that they have a similar Duty of Care to the members of their service crew, the competitors in their car, the spectators around them, the general public and the environment.

6 Safety of the Public

6.1 Control of Spectators

Spectators will be invited to view the rallysprint at designated spectator areas only.

During competition, marshals will be located at the start and finish of the stage to prohibit the movement of vehicles or spectators into the special stage. Spectators will be positioned in a safe area and marshals will be on hand to ensure any spectators are contained in designated safe areas. See appendix A at end of document.

6.1.1 Spectator Areas

In those areas where the public are invited to spectate, the viewing area is clearly defined by barriers and / or para-webbing / or bunting. Marshals present at spectator points are identified by the wearing of a high visibility safety vest.

. See appendix A at end of document.

6.1.2 Service Area

The service park is located in the car park of the Sydney International Dragway and will be market out. It is open to the public and they may move freely throughout the area. Service crews will refuel rally cars in this area and they are aware of their responsibility to keep spectators and any ignition sources well away from any refuelling activity. There is also a No Smoking policy within the Service Park. Refuelling must be conducted over a non-porous groundsheet to prevent any spillage from seeping into the ground. See appendix A at end of document.

6.2 Accident Reporting

If a competitor is involved in an accident in which a member of the public sustains physical injury in the rallysprint stage (including at a spectator point), then that competitor must stop and display the SOS sign (if possible) and follow the accident and safety procedure. A documented procedure for following competitors will be distributed.

Should an incident occur on a transport section, the competitor must remain at the scene of the incident, contact Rally Control and follow their instructions.

6.3 Accident Investigation

An accident involving a fatality or injury will become the subject of a report to Motorsport Australia by the Clerk of Course. The form for this report is a standardised document.

Copies of this report are made available to medical personnel and Police to supplement their investigations.

6.4 Course Cars

The rallysprint utilises a number of safety vehicles that traverse the special stages before the competing vehicles to ensure that the stages are secured and all personnel are in place and ready for the competition to begin. They also ensure that the stage and spectator areas have been set up in strict accordance to the safety standards of Motorsport Australia, this Safety Plan and the spectator instructions.

The crews of the various course cars have considerable rally experience and are able to assess safe work practices and inform the Clerk of Course and Rally Control of all conditions and any changes in conditions.

6.5 Emergency Services Vehicles

If any emergency arises that requires Fire Brigade, Police, Ambulance, Rural Fire Service or other group to travel along or across a road that has been closed as part of this event, then Rally Control will need to be contacted to organise the stoppage of the relevant stage(s) to ensure safe access. Procedures are in place to stop a stage if required. The length of time required to ensure that no rally cars are continuing at competitive speed will vary. The safest and quickest point of access is always via the start of any stage. Decisions for stage access are best decided as the situation happens as there are many variables that need to be considered. The Clerk of Course will consult directly with the relevant emergency services to advise the best access point.

7 Safety of the Competing Crews

7.1 Preventative Measures

Once the rally sprint stage route has been designed, stage set up plans are prepared for:

- Securing the rally sprint stage from unauthorised entry;
- Identifying spectator viewing and containment;
- Identifying locations for marshals and manned road closures;
- Defining the course.

Course definition incorporates identifying the locations of:

- The start and finish controls
- The SOS radio points
- Manned road closure positions
- Access points that are either locked or secured with chains
- Evacuation routes
- Spectator Points
- Media Points

Within the rally sprint stage, the entire course is well defined to keep the competitors on the stage.

7.2 First Intervention Vehicle (FIV)

A First Intervention Vehicle (FIV) is located on standby near the active stages throughout the rally. This vehicle carries a qualified paramedic and equipment to allow him to manage and support patients in the event of an incident during the event. He is under the direction of the Clerk of Course at all times.

If there is a requirement to transport an injured person, a call will be placed to the NSW Ambulance Service (via 000) by the Clerk of Course, or delegate, for the provision of an appropriate ambulance or other form of patient retrieval / transport.

7.3 Positive Vehicle Tracking

In a potentially hazardous sport, this system will help us to continually account for all competitors, and improve our response time should an emergency occur.

This simple system quickly highlights to the organisers when a competitor has failed to finish a stage in the order that they started the stage.

With the course designed for viewing by all on course officials, any vehicle in distress can be noted immediately and if needed reported to the event director via closed comms radio.

7.4 Evacuation

Evacuation routes, if available, are included in the safety diagrams for the special stages. In most cases, the most suitable route will be along the special stage as this is known to be closed to other traffic and will, as a general rule, be the most direct route and the best quality road in the area.

The evacuation routes for this event are: Follow Stage

8 Safety of the Officials

The location of officials is in accordance with the stage set up plans.

8.1 Start Controls

- Sufficient room for all officials to undertake their duties and have clear vision of the surrounding area;
- Good radio communication with Rally Control;
- Sufficient off course parking;
- Sufficient parking for rally crews should there be a delay at the start of the stage;
- Room for rally crews to pass each other if required;
- Vests to identify marshals.

8.2 Flying Finish / Timing Points

- Safe location for officials to be located away from the course but with good visibility of the timing line;
- Good radio communication with Finish Control;
- Vests to identify marshals.

8.3 Finish Controls

- Located sufficient distance from the Flying Finish / Timing Point for competitors to slow and stop with safety;
- An unobstructed view of competing vehicles arriving at their location;
- Sufficient room for all officials to undertake their duties;
- Good radio communication with Rally Control and / or repeater;
- Sufficient off course parking;
- Vests to identify marshals.
- Fire extinguishers

8.4 Manned Road Closures

A plan is provided indicating where marshals need to be positioned. These locations are also secured with bunting, para-webbing, the official's car or a combination of elements – depending on the situation.

All manned road closures are equipped with a radio to communicate with any incidents.

8.5 General

All officials receive information prior to the event informing them of their role and providing them with instructions on what equipment that they should take with them (such as sunscreen, food, water, wet/cold weather gear, etc).

8.6 Stage Setup / Shutdown

Officials who are involved in the setup and/or shutdown of the stage utilise the rally radio network to advise of progress with regard to the setup and shutdown schedules.

9 Communications

9.1 Rally Command Network

All officials – start and finish controls, manned road closures, course cars - and competitors operate on one of two VHF commercial radio networks which provide event management with the communication of vital information in the event of an incident.

9.2 Flying Finish Network

The Flying Finish is managed by a closed loop radio trip embedded in the course .

10 Setup Plans

10.1 Special Stages

In the months prior to the running of the event, surveys of the stage and venue have been undertaken. This was done to locate the position of access roads that will need to be secured as well as where the controls, evacuation routes and SOS radio points will be located. This information is used to prepare the stage setup plans. The plans include the location of:

- Stage Start, SOS Points, Flying Finish and Finish Controls;
- Chains, bunting, para-webbing and Manned Road Closures;
- Specific stage signage such as caution boards and arrows.

10.2 Spectator Points

Detailed plans showing the setup of Spectator Points and Media Points are prepared leading up to the event. These are developed in accordance with the Motorsport Australia Spectator Control Guidelines. The plans include:

- Construction requirements including protective barriers, bunting and para-webbing;
- Location and structure of Controlled Crossings;
- Prohibited areas for spectators;
- Approaching vehicle warning arrangements;
- Parking and access arrangements.

10.3 Service Park

Plans for the setup of all operational areas in the Service Park are prepared detailing:

- The location of all controls;
- Vehicle access and movement arrangements;
- Spectator access and control arrangements.

11 Setup

11.1 Special Stage

The Rallysprint Stage will be prepared in accordance with the setup plans and be ready for use a minimum of 60 minutes prior to the scheduled arrival of the first competing car.

11.2 Spectator Points

These will be setup and ready for use a minimum of 60 minutes prior to the scheduled arrival of the first competing car.

11.3 Service Park

Each aspect of the plan must be set up and ready for use a minimum of a minimum of three hours prior to the scheduled arrival of the first competing car. This ensures that service crews set up in the designated areas.

12 Rallysprint Control

12.1 Stage Preparation and Running

Rallysprint Control will be based in a building in the car park pit area at the end of the rallysprint stage in the Northern car park area of Sydney International Dragway

It will be operational from: 1500hrs to 1130hrs (for the management of the Rallysprint)

Rally control will:

- Monitor the preparation and setup of stage and spectator points as per the schedule
- Monitor the progress of all course cars and sweep cars
- Advise when stages are declared "ready" and "green"
- Monitor the tracking of competitors through the stages
- Monitor the shutting down of stages and other areas.

12.2 Emergency Services

Only the Clerk of Course or designated official at Rally Control can:

- Instruct that a special stage be stopped;
- Authorise access to the special stage;
- Authorise an FIV to enter the stage to the scene of an incident.

13 Incident Management

13.1 Awareness

All officials, regardless of their position or role, need to be aware of, and monitor, activity around them.

All officials who are issued with an event radio MUST ensure that they monitor the radio traffic at all times – the provision of an effective communications network is critical to the management of the rally and the safety of all those involved.

Examples of 'situational awareness' could include things such as:

- an observer at an SOS point being aware that the 'next' vehicle has not arrived in a normal time range – vehicles usually start the stage at 30 second intervals so not having any vehicle pass the SOS point for 60 seconds could be the first indication of a problem ...
- a spectator marshal observing a crowd of people suddenly start to congregate in one location and be looking at something away from the course – this could indicate a problem of some sort and should be investigated ...

13.2 Incident Reporting

Incidents or accidents may be reported to Rally Control from a wide variety of sources. It is imperative that everyone involved attempts to ensure that information is as accurate and clear as possible – confusion over locations, severity and support requirements may cause unnecessary delays in providing assistance.

The primary sources of reporting will be the SOS and Command networks which provide direct contact with Rally Control. In addition competitors and officials will be advised of an emergency telephone number that will be located at Rally Control and they will be asked to use this if possible if they need to report an accident or incident.

Many of the competing teams operate their own private radio networks and information may come via these as well. All teams should be reminded that the first priority if they do receive information on their private networks is to pass the information on to Rally Control as quickly as possible.

13.3 Incident Management

Rally Control is responsible for the overall management of all incidents. Dispatch of any required emergency services, and access to special stage areas, must be authorised by Rally Control.

Incidents that require some form of intervention may occur anywhere in the area being utilised for the event – spectator points, service parks, special stage and transport routes are all potential trouble spots and this section of the plan outlines the procedures to be followed in the event of incidents being reported.

13.3.1 Special Stage – Accident requiring medical assistance

A procedure for competitors to follow if they are involved in, or come across, an accident in a special stage is included in the event Road Book. If assistance is required one of the first two vehicles to arrive at the accident scene will travel to the stage Stop Point and inform the Official that medical assistance is required.

The Officials must:

- **not** let the car leave their point.
- Immediately contact Rally Control

Rally Control will:

- Stop the stage and ask the FIV to Standby.
- seek that the official ask the Co-Driver to talk to Rally Control on the radio.
- establish from the competitor the exact cumulative distance of the accident and any information on the status of the crew members involved

Once the exact location is established the FIV will be given permission to enter the stage. The FIV **MUST NOT** enter the stage until they are authorised and are sure of the exact location and the best route to be taken.

Rally Control will then:

- inform the official when the reporting car can leave.

13.3.2 Spectator Points

If any injury occurs at a spectator point:

- The medical services at the spectator point (if any) should attend the scene.
- The Spectator Point Manager should immediately inform Rallysprint Control.
- Any requests for additional support such as an FIV or ambulance from the on-site medical services must be referred immediately to Rally Control who will arrange appropriate response(s).
- Under no circumstances must a Rallysprint Official make any comment on any incident to the media or the general public. Any questions or requests are to be referred to Rally Control via the Spectator Point Manager. Senior event staff will handle all enquiries and issue any required information.

13.3.3 Accident involving a competitor not on a special stage

If a driver taking part in the Rallysprint is involved in an accident on a transport or any other non-special stage roads the driver concerned must comply with all NSW laws relating to procedures at accidents. At the earliest possible time the crew must report the details of the incident to the next control or radio point as specified in the road book.

13.3.4 Accident involving an official

If an official of the Rallysprint is involved in an accident the driver concerned must comply with all NSW laws relating to procedures at accidents. At the earliest possible time the official must report the details of the incident to Rallysprint Control by phone, event radio or in person to any control.

14 Officials and their Duties

14.1 Officials on the Rallysprint Special Stage

14.1.1 Start Control Officials

Start Control Officials will:

- Wear safety vests at all times.
- Promptly advise Rallysprint Control as soon as they are in position and set up.
- Maintain the security of the stage, preventing unauthorised personnel from entering the stage once the course car has entered, and until the Sweep has entered.
- Demonstrate to any unauthorised personnel who are attempting to enter that the event has the permission of Police, and Sydney Dragway to secure the roads and operate a motorsport event, (using the copies of permission letters in their pack).
- Ensure that the first competing car is not started into the stage before the time indicated on the Event Itinerary, and not before the "Stage Green" has been advised from Rallysprint Control.
- Promptly advise Rallysprint Control when each of the Course Cars, the first and the last competing cars and the Sweep car have started into the stage.
- Work to maintain a minimum of 30 second intervals between cars unless otherwise informed by Rallysprint Control.
- Record any incidents on the Incident Report Form while the details are still fresh in the mind, and if serious, report them directly to Rallysprint Control.
- Stay in position until released by the Sweep car.
- Advise Rallysprint Control when they are closing down.

14.1.2 Finish Control Officials

Finish Control Officials will:

- Wear safety vests at all times.
- Promptly advise Rallysprint Control as soon as they are in position and set up.
- Maintain the security of the stage, preventing unauthorised personnel from entering the stage once 000 has started the stage, and until the Sweep has finished.
- Demonstrate to any unauthorised personnel who are attempting to enter that the event has the permission of Police, Council and Forestry to secure the roads and operate a motorsport event, (using the copies of permission letters in their pack).
- Ensure that Rallysprint Control has been advised when "Stage Amber" and "Stage Green" has been issued by the course car.
- Promptly advise Rallysprint Control when each of the Course Cars, the first and the last competing cars and the Sweep car have completed the stage.
- Record any incidents on the Incident Report Form while the details are still fresh in the mind, and if serious, report them directly to Rallysprint Control.
- Stay in position until released by the Sweep car.
- Advise Rallysprint Control when they are closing down.

14.1.3 Flying Finish / Timing Point Officials

Flying Finish / Timing Point Officials will:

- Wear safety vests at all times.
- Promptly advise the Finish Control as soon as they are in position and set up.
- Stay in position until released by the Sweep car.

14.1.4 Manned Road Closures

Road Closure Officials will:

- Wear safety vests at all times.
- Promptly advise Rallysprint Control as soon as they are in position and set up.
- Maintain the security of the stage, preventing unauthorised personnel from entering the stage, until the Sweep has passed.
- Demonstrate to any unauthorised personnel who are attempting to enter that the event has the permission of Police and Sydney Dragway to secure the roads and operate a motorsport event, (using the copies of permission letters in their pack).
- Be equipped with radio communication to Rallysprint Control, and should advise of any incidents that require the attention of the Director.
- Complete an Incident Report Form should an incident occur and ensure that the completed form is delivered to Rallysprint HQ by the Sweep vehicle.
- Stay in position until released by the Sweep car.
- Advise Rallysprint Control that they have been released and are departing their position.
- If planning to drive in the reverse direction of the stage (although open, it will have Recovery and Clean Up crews moving through), MUST advise Rallysprint Control, who will coordinate with Recovery and Clean Up.

14.1.5 Spectator Marshalls

The primary function of the Spectator Marshalls is to maintain the safety of the spectators, by keeping them within the areas that have been designated as safest.

Spectator Marshalls will:

- Wear safety vests at all times.
- Promptly advise Rallysprint Control as soon as they are in position and set up.
- Maintain the security of the stage, preventing unauthorised personnel from entering the stage, until the Sweep has passed.
- Demonstrate to any unauthorised personnel who are attempting to enter that the event has the permission of Police and Sydney Dragway to secure the roads and operate a motorsport event, (using the copies of permission letters in their pack).
- Ensure the safety of spectators by ensuring that they are located in the areas defined in the Spectator Diagram.
- Be equipped with radio communication to Rallysprint Control, and should advise of any incidents that require the attention of the Director.
- Complete an Incident Report Form should an incident occur and ensure that the completed form is delivered to Rally HQ by the Sweep vehicle.
- Stay in position until released by the Sweep car.
- Advise Rallysprint Control that they have been released and are departing their position.

14.2 Set up Crews

The Set Up crews are responsible for the placement of control boards, bunting, road closure signs, caution boards and Para Webbing throughout each stage. Also to ensure that any obstacles or safety threats are removed where necessary.

They are responsible for securing the stage, along the stage.

They are also responsible for the accurate set up of Spectator Areas including spectator zones, controlled crossings, disclaimer signs, and directions for spectators to access the location.

14.3 Course Car

A Course car will traverse the course in order to ensure the safety of the course and readiness of the rallysprint special stage. They are under the command of the Director and will travel exactly the same course as the competing cars. The Course car will appear in detail on the event running schedule.

The Course Car is the most important single facility the event command team has toward the safe running of the event. They are typically crewed by experienced officials.

14.3.1 (Double Zero) Car – Stage Green

The role of the course car is a “double check” that all personnel are in place and the stage is secure, and to give Control Officials practice in completing Road and Control Cards.

If the Course car is satisfied that the stage is secure and ready for competition, it will issue a “Stage Green” to the Finish Control. The Course car will contact Rally Control and notify that the stage is GREEN. Rally Control will notify the Stage Start.

14.3.2 Sweep Vehicle

- The function of the Sweep Car is to travel behind the last competing car and re-open the stage to the public.
- Once the Sweep Car has passed, the stage is open to the public.
- In the event that some cars are dragging behind the field, Rallysprint Control will direct the Sweep Car when to enter the stage and close it for competition.
- Stop and inform road closures and spectator marshals that the stage is being swept.
- Release all officials, including MRC’s, from their duties (unless the stage will be repeated). Officials DO NOT have to stay in place until the recovery vehicles arrive.

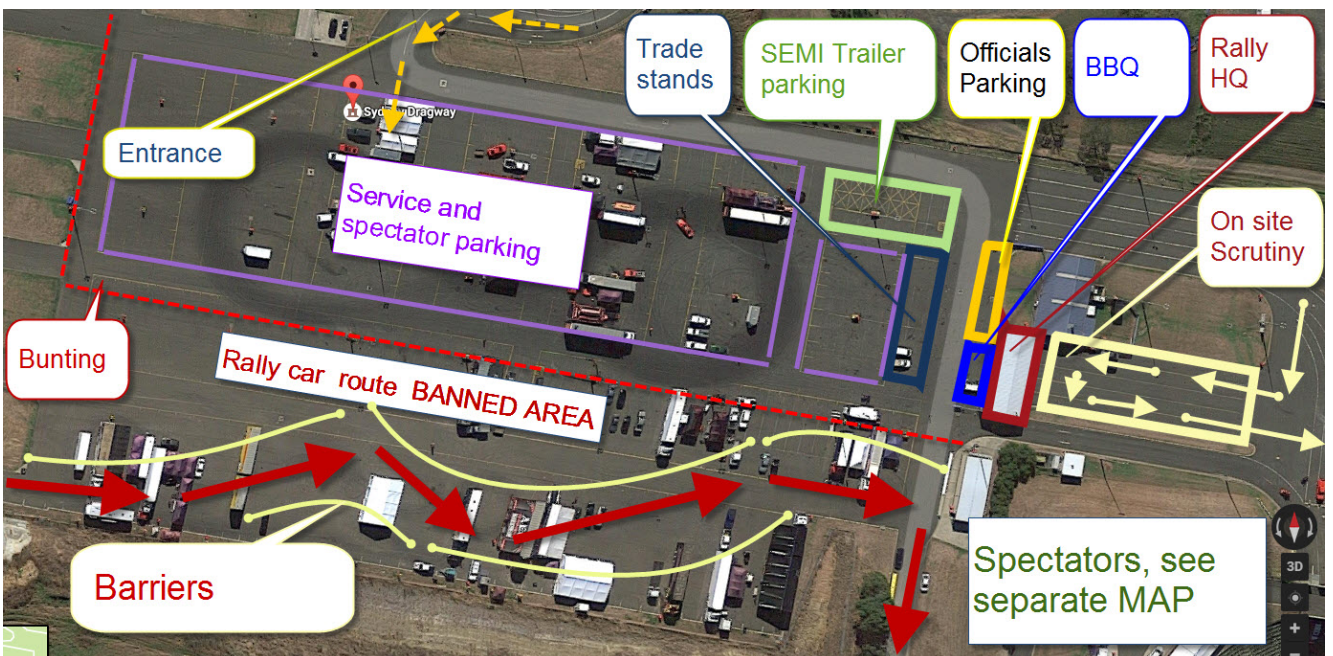
14.3.3 Recovery Vehicle

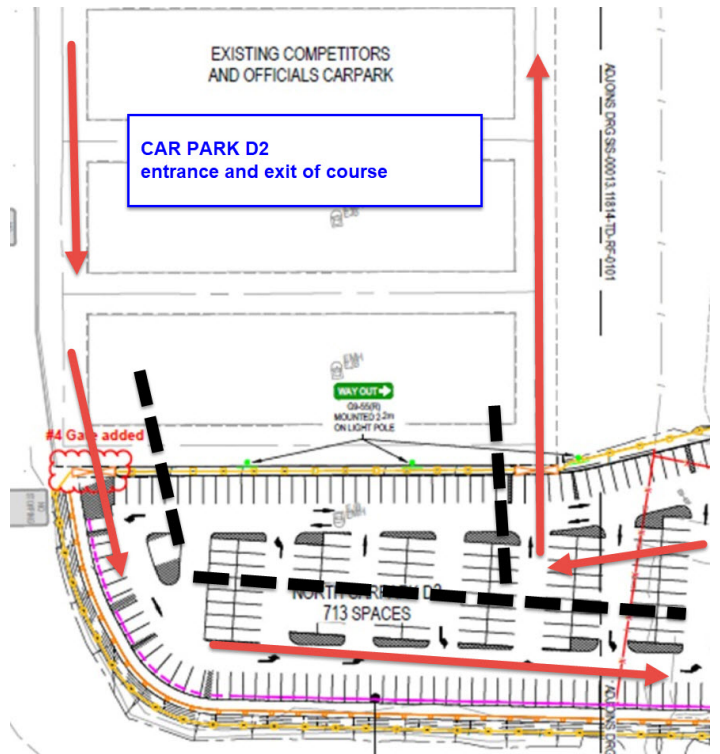
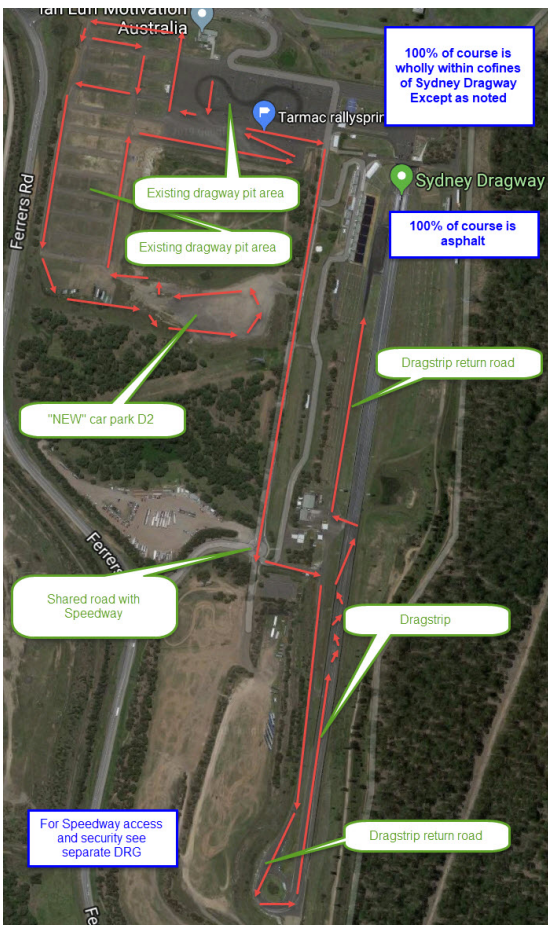
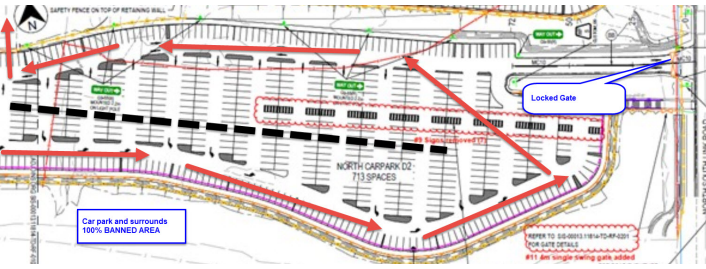
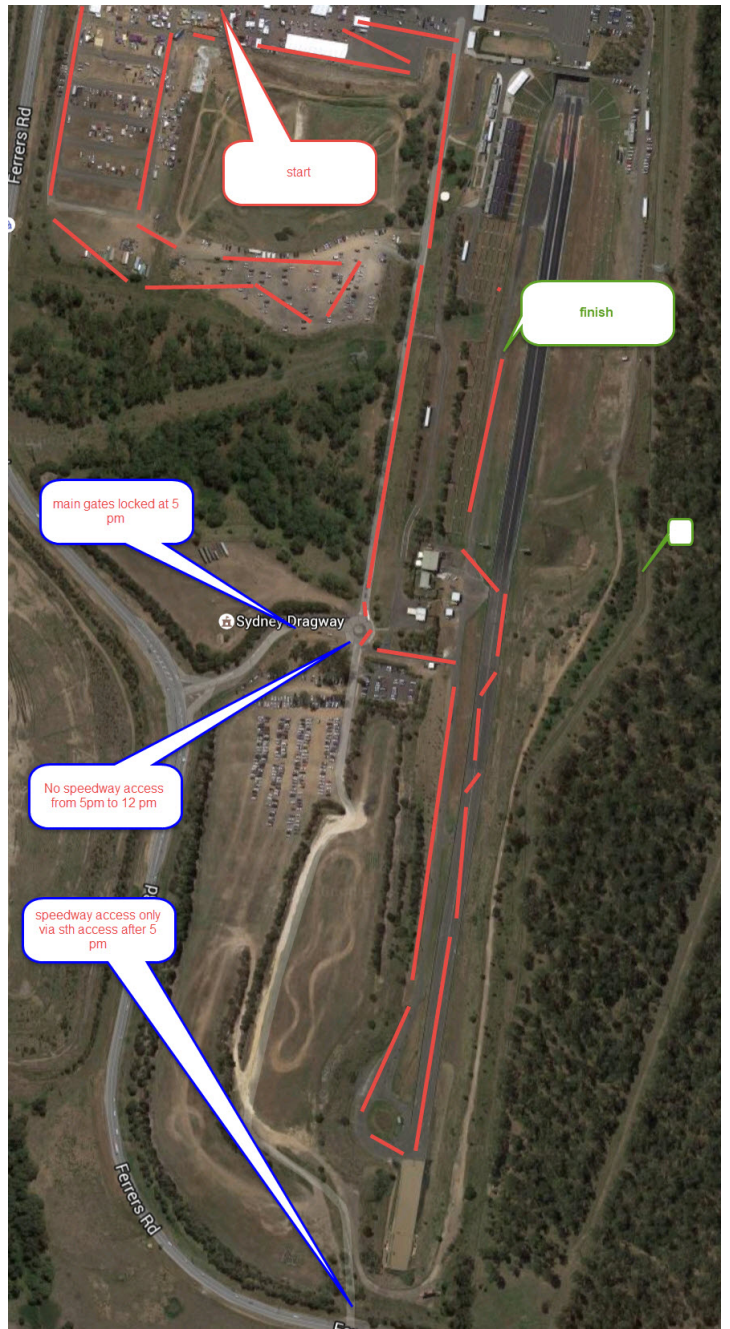
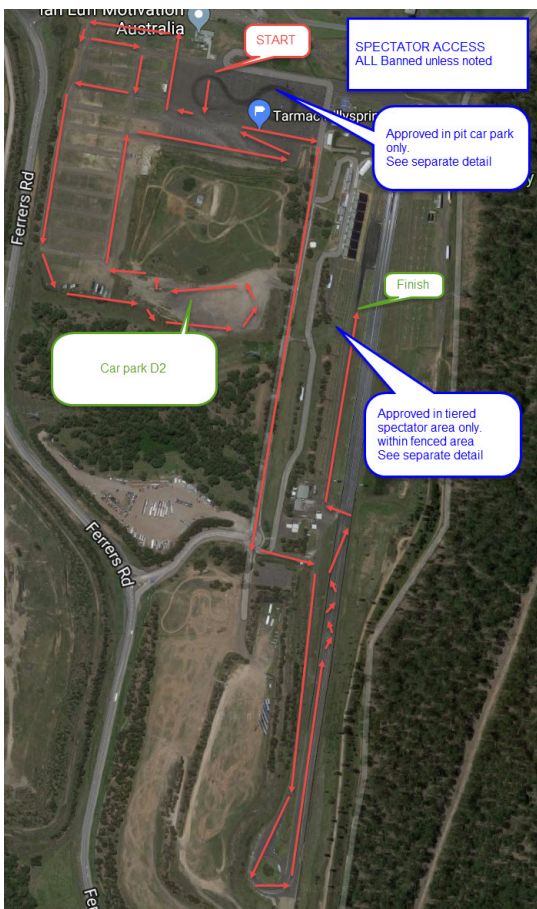
The recovery vehicles (1 or 2) will enter those stages where it has been reported that cars require assistance. Recovery will then travel through the stage behind fast sweep and assist with recovering vehicles that have broken down or are damaged.

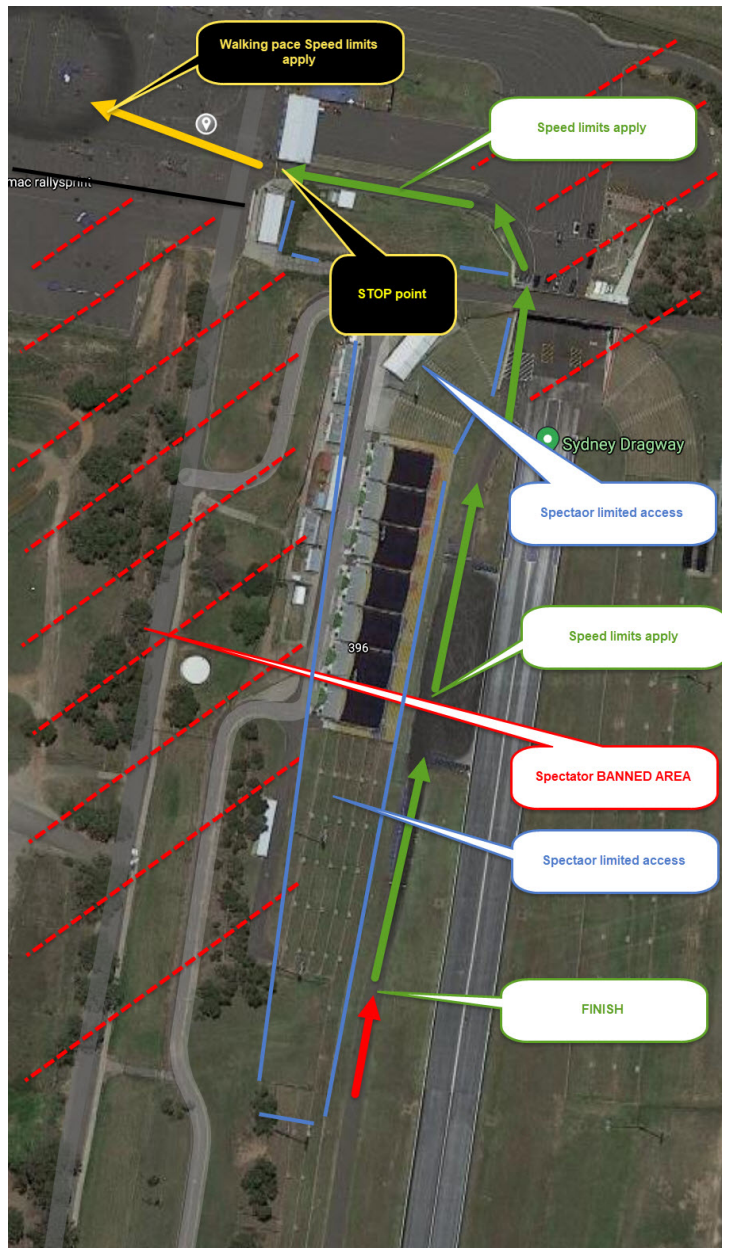
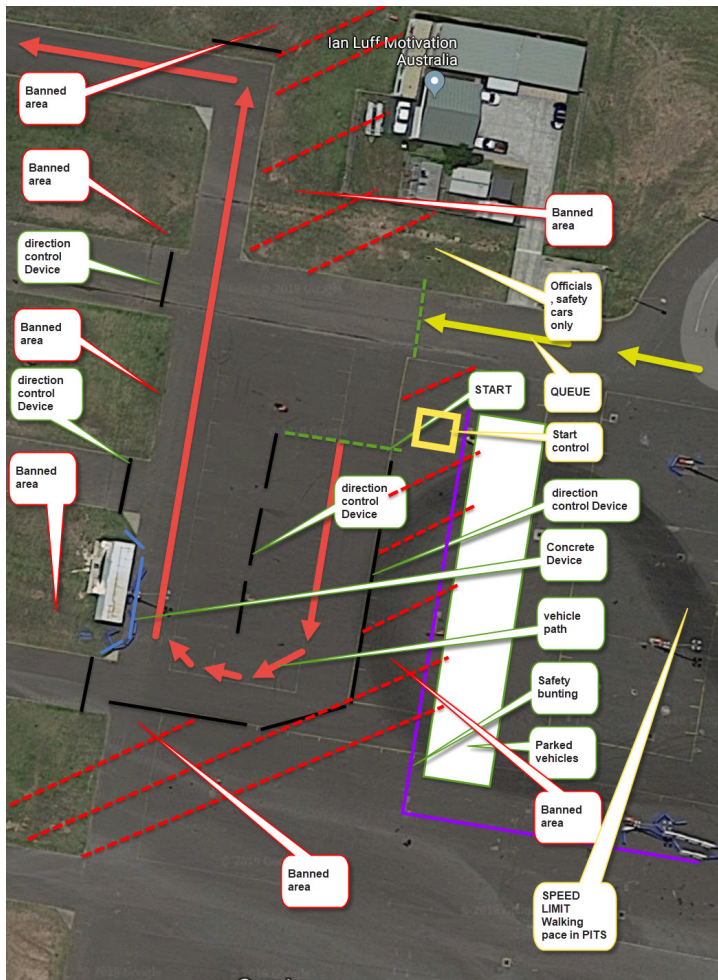
APPENDIX

A Showing overall map with.

- Control area
- Competition route
- Spectator area
- Service area
- Banned areas
- Rally HQ









Spectator Point

Sydney International Dragway

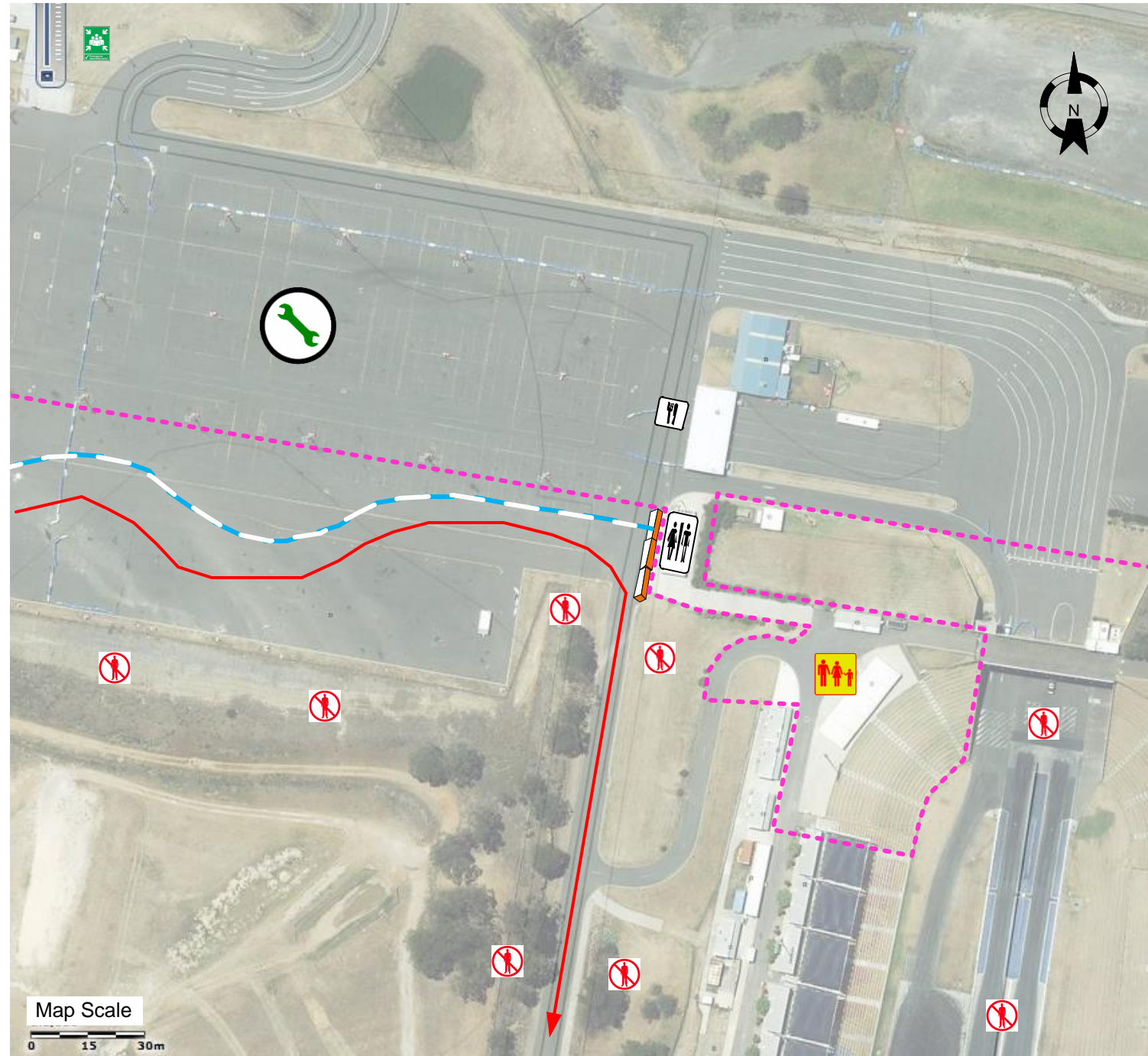
Action Report

See the cars come through the twisting course, turn right and continue up the hill and over the crest.

Legend			
Spectator Boundary	-----	Spectator Area	
Stage Boundary	- - - - -	Toilets	
Stage Direction	→	Food	
No Go Area		Emergency	
Concrete Barrier		Assembly Point	
Service Park			

Note:

- Spectators are directed to view the cars whilst standing within the limits of the controlled spectator area, standing behind the bunting or barriers which marks the spectator area - spectating outside the areas indicated is prohibited.
- The instructions of the Spectator Marshals must be obeyed. The Spectator Marshall has the power to have a stage postponed until the spectator point is controlled to his / her satisfaction.
- It is prohibited to ignore these spectator instructions and find your own way around.
- The roadway must be kept clear as this may need to be used as an emergency access / exit to the area.





Spectator Information

Motor Sport Activities are inherently dangerous recreational activities and there is significant risk of injury, disability or death.

If you do not wish to be exposed to such risks, then you should not attend at or participate in Motor Sport Activities.

WARNING: If you participate in these activities your rights to sue the supplier under the **Competition and Consumer Act 2010** if you are killed or injured because the activities were not supplied with due care and skill or were not reasonably fit for their purpose, are excluded, restricted or modified in the way set out in or on this page.

In exchange for being able to attend or participate in the Motor Sport Activities, **you agree:**

- to **release** the Confederation of Australia Motor Sport Ltd (**Motorsport Australia**) and the **Entities*** to the extent that any or all of them are providing Recreational Services from all liability for:
 - a) your **death**;
 - b) any **physical or mental injury** (including the aggravation, acceleration or recurrence of such an injury);
 - c) the contraction, aggravation or acceleration of a **disease**;
 - d) the coming into existence, the aggravation, acceleration or recurrence of any other **condition, circumstance, occurrence, activity, form of behaviour, course of conduct or state of affairs**:
 - i. that is or may be harmful or disadvantageous to you or the community; or
 - ii. that may result in harm or disadvantage to you or the community, howsoever arising from your participation in or attendance at the Motor Sport Activities;
- to indemnify and hold harmless and keep indemnified Motorsport Australia and each of the Entities to the maximum extent permitted by law in respect of any Claim by any person; and
- to attend at or participate in the Motor Sport Activities at your own risk.

NOTE: The change to your rights, as set out in or on this page, does not apply if your death or injury is due to reckless conduct on the supplier's part. "Reckless Conduct" means conduct where the supplier of the recreational services is aware, or should reasonably have been aware, of a significant risk that the conduct could result in personal injury to another person and engages in the conduct despite the risk and without adequate justification. See section 139A of the Competition and Consumer Act 2010.