



Porsche Club

V i c t o r i a



SIX HOUR REGULARITY EVENT - SUNDAY 27th FEBRUARY 2010

SUPPLEMENTARY REGULATIONS

Permit Number 311/2702/01

Event Director:	Jeff Thomas	Ph: 0411 743 339
Clerk of the Course:	Jeff Thomas	
Secretary:	Andrew Bonwick	
Assistant Clerks of the Course:	Michael Chapman, Alf Carrigan	
Stewards:	Roger Johnston,	
Chief Scrutineer:	TBA via Bulletin	
Organising Committee:	Jeff Thomas, Michael Chapman, Peter Harrison, Andrew Bonwick, Robin Humphries, Grant Stephenson and Graham Lachlan	
Timetable:	Scrutineering:	
	Thursday 24 th Feb at Porsche Centre Melbourne	6.00pm - 7.30pm
	Sunday 27 th Feb at Sandown Raceway	7.30am – 8.30am
	Compulsory Drivers' Briefing	8.30 am
	Practice session	9.15am – 10.30am
	Regularity Trial	11.00 am - 5.00pm

1. Authority

- * The events will be a club Regularity Event conducted at Sandown International Raceway on Sunday 27th February 2011, held under the International Sporting Code of the F.I.A., the National Competition Rules (NCR) of the Confederation of Australian Motor Sport, Ltd. (CAMS), Modern Regularity Standing Regulations, the 2011 P.C.V. Standing Competition Regulations, these Supplementary Regulations and any further regulations which may be issued. This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au

2. Entries

- * **Faxed entries with Credit card payment will be accepted to fax number 9391 5911.**
 - * The competition committee reserves the right to refuse an entry in accordance with NCR 83 of the 2011 CAMS manual.
 - * The first 40 teams will be accepted in order of receipt on a correctly completed entry form. Each team will consist of four to six drivers. If a driver cannot form a team, they may be allocated to a team which is not fully subscribed.
 - * The cost per team will be \$900. PCV Members without a team may enter as individuals for \$225 and event organisers will put you into a team.
 - * Entries open upon the publication of these supplementary regulations and close 9th February 2011. Entries can be faxed to the aforementioned number, emailed to administrator@pcv.com.au, or mailed to Porsche Club of Victoria, PO Box 911, Kew, Vic 3101.
- **Entrants must produce their Porsche Club Membership card, current CAMS licence (minimum L2S or superior) and vehicle logbook (if issued)**

Vehicles

- * Cars presented to the scrutineer not ready for competition will be denied entry to the event.
- * Cars must comply with Section 6, Schedule A and B of the CAMS 2011 Manual of Motor Sport.
- * Tyres must be roadworthy and comply with P.C.V. 2011 competition rules.
- * Competition cars may be selected for Dyno and/or Weight testing.
- * Fuel shall be in accordance with Schedule G of the CAMS manual.
- * Vehicles must be adequately muffled to comply with noise restrictions.

3. Apparel

- * All competitors must wear neck to ankle to wrist non-flammable clothing. Driving suits are preferred. All apparel shall be in accordance with Schedule D of the 2011 CAMS manual.
- * Helmets must be worn during this event (helmets must carry a standard listed in schedule D of the 2011 CAMS Manual).

4. Event

- * The Event will be a Regularity Trial held over six (6) hours organised and promoted by the Porsche Club Victoria.
- * The event will be held at Sandown International Raceway, consisting of 3.1km laps in an anti-clockwise direction.
- * There will be a 75 minute practice session in the morning in which all drivers must complete at least three (3) laps to ascertain their nominated time.
- * Drivers must obey flag and board signals.
- * Protests, if any, must be submitted in writing to the Stewards or Clerk of Course in accordance with part XII of the 2011 CAMS manual.
- * Results posted on the day are provisional only and are subject to further checking.
- * Vehicles will not be permitted on the circuit after 5.00pm and must have vacated the complex by 6.00pm.
- * Insurance will be in accordance with Appendix I of the 2011 CAMS manual.
- * Event Organisers reserve the right to cancel, abandon or postpone the event in accordance with NCR 59 of the current CAMS Manual.
- * The Clerk of the Course shall be the Judge of Fact
- * The event will not be divided into classes for competitors. Placed drivers from each team (1st, 2nd and 3rd) will receive a trophy.

Communications

- The only “team to car” communication allowed will be by way of hand held boards displayed from the pit wall. No other type of communication, telemetry, telecommunication, GPS or personal timing devices will be allowed. **The only radio communication allowed at the Event will be that used by Event officials.**

Timing

Timing will be electronic, using a Dorian transmitter in each car. It is the responsibility of each competitor to arrange for their own transmitter to be in the car at all times it is on the track. Some transmitters will be available for hire, but this must be arranged prior to the Event.

Drivers' Briefing

A compulsory drivers' briefing will be held at the rear of the pit garage 37 at 8.30am on the day of the event and any driver not attending may be excluded from the Event unless negated by the Stewards of the Meeting in exceptional circumstances or unless prior approval is gained from the Clerk of the Course.

Event procedure.

1. There will be a 75 minute practice session held in the morning. Times will be taken during this session and made available from the Race Administration Office at the bottom of the Control Tower at the end of the session. Each competitor must nominate a lap time that they believe that they can comfortably maintain for a number of laps to the Race Administration Office within the half hour following the practice session. No time shall be less than 1 minute 25 seconds or longer than 1 minute 55 seconds unless these times are varied on the day by way of a Bulletin.
2. At 11.45 am the starting car from each team will assemble in the marshalling area at the southern end of the pits in start order from fastest to slowest nominated time, then driven out of the pit entry and follow the safety car on one sighting and one warm up lap around the track.
3. As the safety car passes the Jim Beam bridge it will extinguish its flashing lights and exit at the pit lane. The competitors will continue to cross the control line and the Event will be under way. **NO PASSING IS ALLOWED UNTIL YOUR CAR HAS PASSED THE CONTROL LINE.**
4. Each driver must complete a minimum of 40 minutes driving time and a maximum of 120 minutes driving time, unless through circumstances such as breakdown or accident a car cannot complete the required time. The Clerk of the Course may then vary this requirement at his sole discretion.
5. The Event will continue until six hours have elapsed or the Clerk of the Course, in his opinion stops the Event for safety or other reason.
6. When the six hours have elapsed the chequered flag will be shown and all cars will exit the track via the pit exit. Any cars in the pit lane changing drivers when the chequered flag is shown will have five (5) minutes to re-enter the track and return to the pits thus crossing the control line on their exit from the pit lane and completing their lap.
7. Results will be calculated by computer in accordance with the Modern Regularity Standing Regulations, and will be available from the Race Administration Office soon after the Event is completed. The winners will be the team losing the least number of points as per the regulations.

Changeover procedure.

1. Each team will be given a sash. This sash will be attached by way of a Velcro strip to each competing car while it is on the track. No car may enter the track without the sash attached.
2. Each team will be allocated a garage and entry to the pit lane and thus the track will be via the trackside exit of the garage. Entry to the garage will be by way of the rear door of the garage. As there is only one rear door for each two front exits of each garage courtesy and patience is required from teams sharing garages.
3. The next driver and car should be in the garage ready to go with helmet and seat belts on.
4. When the car competing exits the track they will drive slowly along the pit lane (60kph) to the front of their garage and stop, the sash will be removed and the competing car will drive off and turn right at the end of the pit lane and return to the paddock at the rear of the pits. The sash is then placed on the car in the garage and it can enter the pit lane and thus the track. The next driver can then enter the garage to await their session.
5. Competing cars are NOT to drive up onto the apron at the rear of the pits until the garage is clear as there is no room for passing on the apron and hold ups will occur. Penalties will apply for drivers holding up other cars on the apron.

Driver Conduct

1. If it is deemed that drivers are “racing” each other, then they will be shown the Black flag and a penalty imposed, ranging from a pit lane drive through to exclusion from the Event.
2. It is the responsibility of all competitors on the track to give each other competition room.
3. Drivers braking or visibly slowing on the main straight to alter their times will be penalised with a black flag.
4. Competitors are reminded that it is the responsibility of the driver making a passing move to do so safely, and also remind the driver being overtaken that it is their responsibility to not change direction mid corner. **It is strongly recommended that in this type of Event the overtaking is done in a straight line.**

Use of prohibited Substances

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s).

Other Prohibited Substances

The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such.

In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.