



Porsche Club

V i c t o r i a



**SANDOWN 240 REGULARITY
SUNDAY 3 MAY 2015
SUPPLEMENTARY REGULATIONS**

Permit Number 315/0305/01

Event Directors:	Tony Carolan (0411 743 339)
Event Secretary:	Simon Dunn
Clerk of Course:	Andrew Bonwick Licence 102 4320
Assistant Clerk of Course:	Will Darvall, Andrew Ingrham,
Stewards:	Erik Rubens and Rex Monahan
Chief Scrutineer:	TBA & CAMS
Timing:	Ian Leech – Timetronics
Compliance Checker	Danny Jonas

Timetable:

Thursday 30 April 2015

6.00pm. Team Managers' Briefing
Porsche Centre Melbourne,
109 Victoria Parade, Collingwood

SUNDAY 3 May 2015

Scrutineering: Shed at Northern end of Paddock	7.30am – 11.00am
Compulsory Officials' Briefing in Legend Room	7.45am
Compulsory Managers and Drivers' Briefing in Legend Room	8.15 am
Pit Lane open for Practice and Qualifying	9.15am
Practice /Qualifying finishes	11.30am
Teams present time nomination forms	11.45am
Grid up in Marshaling Area	12.00pm
Leave Marshaling Area behind Safety Car, on a sighting lap and a warm up lap.	12.20pm
Safety Car leaves the track on the second lap.	
First car passes Control Line(Start/Finish)	12.30pm
Event finishes Four (4) hours after the start.	4.30pm

1. **Authority** The events will be a Multi Club Regularity Event conducted at Sandown International Raceway, 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), the Modern Regularity Standing 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 Insurance for this

event will be provided in accordance with Appendix I of the current CAMS Manual. Event Organisers reserve the right to cancel, abandon or postpone the event in accordance with NCR 59 of the current CAMS Manual.

2. Entries

- a. Entries will open on 7 February 2015 and close on 24 April 2015.
- b. The organising committee reserves the right to refuse an entry without explanation.
- c. The first 45 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, contact administrator@pcv.com.au.
- d. Entry fee is \$1200 per Team and is to be paid on entry.
- e. Entrants must produce their CAMS Affiliated Car Club Membership card and current CAMS Licence minimum L2S and Vehicle Log Books (if issued) at Registration.
- f. Entries will be accepted on the PCV online Kiosk for PCV Members or CAMS Online for members of other clubs.
- g. g. Entries may be refused in accordance with NCR 83 of the current CAMS Manual.

3. Vehicles

- a. Cars presented to the scrutineer not ready for competition will be denied entry to the event. CAMS Logbooks (if issued) must be presented at Scrutiny.
- b. Cars must comply with Schedules A and B of the current CAMS Manual of Motor Sport.
- c. Tyres must be roadworthy and comply with the current CAMS Manual of Motor Sport, Schedule E - Wheel and Tyres, Clause 3 - Wet Weather Tyres.
- d. Convertible vehicles must have 'Type 2 Half Safety Cage' as per Schedule J of current CAMS Manual. A safety cage complying with Article 12 of Schedule J is recommended.
- e. Any cameras in cars must be in the cars when scrutineered and be passed by the scrutineers. There will be NO external cameras attached to cars.
- f. Open wheeled vehicles will not be permitted in the event.
- g. Race engines are not to be run before 9am or after 5pm.
- h. All teams will be allocated a numbers and it is the teams responsibility to apply numbers to their cars.
- i. The numbers must comply with Schedule K of the current CAMS Manual.

4. Apparel

Apparel, including helmets, shall comply with Schedule D of the current CAMS Manual.

5. Event

- a. The Event will be a Regularity Trial held over four (4) hours. There will be a 2.5 hours practice on the Sunday morning prior to the event in which all drivers must complete at least three (3) laps to ascertain their nominated time.
- b. Drivers must obey flag and board signals.
- c. Protests, if any, must be submitted in writing to the Stewards or Clerk of Course in accordance with Part XII of the CAMS Manual.
- d. Results posted on the day are provisional only and are subject to further checking.
- e. Drivers are reminded that refuelling is not allowed on the pit lane, in the garages or at the rear of the garages on the apron. All refuelling must be conducted out on the paddock at the rear of the pits. Refuelling must be supervised by an attendant with clear access to a fire extinguisher.
- f. Fuel will be available at the event as arranged in 2014. Drivers are to make use of this facility as no fuel is to be brought into the venue. See section 6.

- g. The maximum noise limit for the event is not to exceed 75db(A) as measured 30 metres from the edge of the circuit on equipment provided by the circuit. After the first exceedance the vehicle must be modified before returning to the circuit. Any subsequent exceedance will be cause for exclusion of that vehicle.
- h. Vehicles will not be permitted on the circuit after 5.00pm and must have vacated the complex by 6.00pm.

6. Communications

- a. The only “team to car” communication allowed will be by way of hand held boards displayed from the pit wall. Pit boards cannot display numbers during either practice or the regularity sessions. No other type of communication, telemetry, telecommunication, GPS or personal timing devices will be allowed.
- b. Pit Boards
 - i. must not be larger than 750mm on any side, and round Pit Boards are not permitted.
 - ii. Must not have a red or yellow background (to avoid confusion with flags)
- c. The pit wall crew is restricted to 2 persons at a time per team, who must have signed on as pit crew and have received and are wearing a wrist band, Pit wall crew must not wear red or yellow apparel, and must not use umbrellas, tents or temporary shelters.
- d. The only radio communication allowed at the Event will be that used by Event officials.

7. Timing

- a. 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. Each driver must have their own transmitter. If the car is shared, the transmitter must be changed for each driver.

8. Drivers’ Briefing

A compulsory drivers’ briefing will be held in the Legend room at the rear of the grandstand at 8.15am on Sunday. Any driver not attending may be excluded from the Event unless approved by the Stewards of the Meeting in exceptional circumstances, or unless prior approval is gained from the Clerk of Course. Drivers will be required to sign an attendance sheet at the briefing.

9. Scoring

- a. The Scoring System is designed so that the team with the highest Percentage Factor of achieved Laps to Goal Laps wins the event. The following is an explanation on how this Percentage Factor is arrived at, and a description of the variables that make up the calculation.
- b. Team Managers are to complete the Competitor’s Lap Time Nomination Form (included in Team Manager’s Kit) including the nomination of a ‘starting driver/car’ and submit it to the Event Secretary in the office at the rear of the control tower by 11.45am on Sunday 3 May at the latest.
- c. All nominated lap times will be displayed at the bottom of the control tower by 12.15pm after they have been recorded in the timing system. It is the responsibility of the teams to check that their times have been displayed correctly.
- d. All timing and lap scoring will be done from the start/finish line.
- e. **Base Laps** A Base Lap is accrued when a driver completes a lap of the circuit as measured from the timing mark at the start-finish line. The Team’s Base Laps are the sum of the individual driver’s Base Laps.
- f. **Broken Laps** A Broken Lap occurs when the driver completes a lap faster than their nominated lap time. It is shown on the printout as e.g. 1:47.66- known as “breaking out”.

Using this example, the driver has effectively wasted 1:47.66 minutes in not accruing any laps for their team. g.

- g. **Bonus Laps** A Bonus Lap is reward for maintaining regularity and is awarded when the driver completes a lap within + 0.99 seconds of their nominated lap time. It is shown on the print out as e.g. 1:48.48+.
- h. **Penalty Laps** Penalty Laps may be imposed by the Clerk of Course for infringements of these regulations – refer to Clause 10 (below).
- i. **Changeover Laps** A Changeover Lap occurs when a driver enters the circuit after a changeover. The out-lap of the outgoing car is credited to the outgoing driver. The software automatically recognises a period in excess of 3 minutes and generates a Changeover Lap. It is shown on the print out as #####.
- j. **Goal Laps** Each team comprises a minimum of 4 drivers and a maximum of 6 drivers. Each competitor nominates a lap time they believe they can maintain whilst on the track.
- k. At the conclusion of the event, each individual driver's Base Laps and Changeover Laps are divided by his/her Team's Base Laps and Changeover Laps to ascertain the percentage of the event that each driver has driven. Then for each driver, their percentage is multiplied by 14400 (seconds), and divided by that drivers' nominated lap time (in seconds), to give a theoretical maximum number of laps that could have been achieved by that driver. These theoretical maximum number of laps for each driver are added and then doubled (to take into account "Bonus Laps") to arrive at "Goal Laps" for the team.
- l. The result will be determined as the sum of Base Laps, Changeover Laps and Bonus Laps for the team's drivers, less any Penalty Laps, divided by the Team's calculated Goal Laps, expressed as a percentage, with the highest percentage being the winner. Trophies will be awarded to the teams that finish 1st, 2nd & 3rd.

10. Penalties

- a. The Clerk of Course may refer any competitor or driver to the Stewards of the Meeting, and recommend a penalty up to exclusion, any driver who:
 - i. After leaving the circuit, rejoins the circuit at a speed considered dangerous to themselves, to any other competitor or to any official.
 - ii. Is observed driving in a manner dangerous to either themselves or other competitors.
 - iii. Disobeys the direction of any official.
 - iv. Exceeds 10 km/h in the paddock/pits area.
 - v. Passing under "yellow flag" conditions.
 - vi. Ignores "black flag" instructions.
 - vii. Failing to have a correct Competition Number or Dorian fitted to the car while on the track.
- b. The Clerk of Course may apply a 1 lap penalty for the following infringements
 - i. Exceeding 40 km/h pit lane speed.
 - ii. Not obey the pit lane instructions from an official.
 - iii. Exceeding 2 team members and/or pit crew on the pit lane wall.
 - iv. Passing under yellow flag conditions.
 - v. Presenting a car to Scrutineering without the Team Sash
 - vi. Drivers observed braking on the front straight approaching the start finish line
 - vii. Vehicles going faster than the minimum lap time (85 seconds).
- c. The Clerk of Course may refer to the Stewards of the Meeting, and recommend a penalty up to exclusion, any team:

- i. Found to be providing lap time information via ANY method (whether actively or passively) other than by an acceptable pit board
- ii. Found to have allowed an incorrect driver/car/Dorian combination or incorrect driver/car number combination to enter the track at any time during the event.
- iii. Exceeding maximum number of team members on the pit lane wall.
- d. Team Managers will be notified as soon as practicable when one of their drivers has incurred one of the automatic 1 lap penalty infringements.
- e. During the practice session (Saturday) a first warning will be given without penalty. The single warning applies to the team, not individual drivers.

11. Conscience clause

The Sandown 240 Regularity Relay is run under club level conditions therefore the organizers entrust that all teams compete under fair and even competition spirit. Any driver or team found to be competing in an unsportsmanlike manner or cheating in whatever way, especially via in and out of car timing and communications (except with pit board from pit lane), then the whole team will be immediately disqualified and excluded by the Clerk of Course.

12. Event procedure.

- a. There will be a 2.5 hour practice session held on Sunday between 9.00 am and 11.30 pm. The first 15 minutes of Practice will be for novice drivers at Sandown to familiarise themselves with the track. Times will be taken during this session and made available from the Race Administration Office at the bottom of the Control Tower during the session. Each competitor must nominate a lap time they believe that they can comfortably maintain for a number of laps to the Race Administration Office by 11.45am on Sunday. Teams must also nominate their starting driver at this time. No time shall be less than 1 minute 25 seconds, nor longer than 1 minutes 55 seconds unless these times are varied on the day by way of a Bulletin. Starting grid positions will be available from 11.50 am on Sunday at the RaceOffice.
- b. Each driver must complete a minimum of 30 minutes driving time and a maximum of 90 minutes driving time. A driver cannot drive for more than 30 minutes in one stint for safety reasons. The Clerk of Course may vary these limits upon application from the team manager at his sole discretion.
- c. The Event will continue until four hours have elapsed or the Clerk of Course, in his opinion stops the Event for safety or other reason.
- d. When the four hours have elapsed the chequered flag will be shown and all cars will exit the track via the pit entry. 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.
- e. If the Clerk of Course requires a full-course yellow flag condition, the safety car will enter the circuit. When the course is clear, the flag points will show full course green. Once the safety car passes the Jim Beam bridge it will extinguish its flashing lights and exit at the pit lane. The competitors will continue on to cross the control (start/finish) line. **NO PASSING OR OVERLAPPING IS ALLOWED UNTIL YOUR CAR HAS PASSED THE CONTROL (Start/Finish) LINE .**
- f. Results will be calculated by computer in accordance with the published formula, and will be available from the Race Administration Office soon after the Event is completed. The winners will be the team with the highest Goal Lap percentage as per the regulations.
- g. If the safety car is on the circuit, all drivers must form up behind the safety car. Maximum distance between cars to be 5 car lengths. No overtaking will be allowed. Exiting at the pits is permitted.

- h. If the safety car is on the circuit, the Pit Lane track entry will be closed. Once per lap of the Safety Car, the pit lane may be opened to allow cars ready to enter the circuit to join the rear of the line of cars. Each Pit Lane opening will be very short, and drivers are expected to join the end of the line expeditiously.
- i. In the event of a vehicle stopping on the circuit, either through mechanical issues or damage, the driver is to exit the vehicle, cross the guard rail and indicate they are OK to the nearest flag point. The flag point will then report to the Clerk of Course. The team manager or their representative is to then report to the Event Office at the base of the Control Tower for a replacement sash. Once the replacement sash has been attached to a team vehicle it can then move down pit lane and enter the circuit. The disabled vehicle cannot re enter the track under its own power. It must be either towed or escorted to the Pits by a rescue vehicle and inspected by the scrutineer before it can return to the event. The original sash must be returned to the Control Tower.
- j. The Safety Car will be activated if there is a need to bring the field vehicles under control for safety reasons. The Safety car being used for this event is clearly marked with signage and lights. When the safety car is deployed, waved yellow flags and SC boards will be displayed at each flag point. At this signal, ALL vehicles must slow down, create a single file and move up behind the Safety Car, which will be waiting at approx 0.5 flag point (in front of the grandstand). Drivers are asked to be following the direction of the Safety Car at all times, example; if the Safety Car moves to drivers left, then cars on the tracks should move to drivers left. During a Safety car period, drivers MAY enter pit lane and conduct a driver change. NOTE: Pit exit will be closed whilst the track is under Safety Car conditions except that it MAY open (if the clerk of course deems safe) for a short period once the last car in the train has passed pit exit. Please understand that driver behaviour will be observed closely at this time and heavy penalties apply to any driver/team deemed to be driving in an unsafe manner.
- k. When the clerk of course deems the track safe, the Safety car will turn its lights off no later than the Jim Beam Bridge and accelerate away from the field. Drivers are to continue in single file until they reach the control line (start/finish line) where the green flag will be shown and the SC signs removed. No cars should overtake until they have passed the control line. All laps conducted under Safety car will count towards your results.
- l. In the event of a serious incident which blocks the track or makes proceeding dangerous for recovery crews, the Red Flag may be shown at all flag points. If this happens, all competitors will stop behind the Safety Car on the main straight and wait for instructions. We will endeavour to keep drivers up to date with the length of time delay etc., however pit crew are NOT to enter the track to attend to their car. If on showing of the Red flag, drivers wish to enter the pits and restart at the rear of the field on restart, they may choose to do so but once stopped on the main straight, they may not move until the Safety Car restarts.

13. Pit Procedure

- a. Pit lane speed is 40kph. Penalties will be applied for teams breaching this speed as this is a major safety issue. The left hand lane (closest to the car track) is deemed the fast lane, there will be no stopping in this lane under any circumstances. Upon entering the pits, teams should transverse along the fast lane (at the appropriate speed) until they are nearly at their respective pit garage where they can then leave the fast lane, slow significantly and arrive slowly and safely on the concrete apron out the front of their garage for the sash change. Vehicles leaving the pit lane to then return out the back to the pit/paddock area should do so using the MIDDLE lane.

- b. No person shall cross the RED line in front of the garage unless they have signed on as pit crew and are wearing the appropriate wrist band. Similarly, only two people may be at the Pit Wall for each team at any one time and those must also be wearing a wrist band. No yellow or red clothing may be worn on the pit wall.

14. Changeover procedure.

- a. 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. The sash will be fitted to the top of the Right Hand front mudguard.
- b. Each team will be allocated a garage. 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.
- c. The next driver and car should be in the garage ready to go with helmet and seat belts on while a team car is out on the track.
- d. When the car competing exits the track they will drive slowly along the pit lane (max 40kph) to the front of their garage and stop. The sash will be removed then 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.
- e. 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.

15. Driver Conduct

- a. 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.
- b. It is the responsibility of all competitors on the track to give each other competition room.
- c. Drivers braking or visibly slowing on the main straight to alter their times will be penalised.
- d. Competitors are reminded that it is the responsibility of the driver making a passing move to do so safely, and we 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.
- e. If a driver has contact with another car or object, it must be taken to the chief scrutineer before being allowed to re-enter the track.

16. Fuel

Competitors/drivers are reminded that fuel must be in accordance with Schedule N of the current CAMS Manual of Motor Sport.

The following will also apply :

- a. UNDER AN ARRANGEMENT WITH THE VENUE AND SUPPLIERS, NO FUEL IS TO BE BROUGHT INTO THE VENUE. FUEL WILL BE SUPPLIED AT SERVICE STATION PRICES BY CHEETAH RACE FUELS AND WILL BE AVAILABLE AT THE FUEL DUMP TO THE LEFT OF THE ENTRY. THESE PEOPLE SUPPORT US, PLEASE SUPPORT THEM.
- b. To save cars waiting at the Cheetah pump, teams can prefill approved fuel containers at the Cheetah pump and store their containers in the fuel bund area near the pump.
- c. Refuelling can only be undertaken at the Cheetah pump or in the paddock area.
- d. As per the NCR Schedule N part 2, during any refuelling in the paddock area, you must have a person, suitably attired in accordance with CAMS regulations, standing next to you, holding ready an approved fire extinguisher.

- e. No refuelling or storage of fuel is allowed in the garage areas or on the back apron.
- f. If a team is found with more than 60 litres outside the fuel bund area, they will be instructed to immediately return the excess to the fuel bund area.
- g. Designated Safety Officers will conduct regular checks during the event in all areas of the venue to enforce these regulations. Noncompliance will result in an incident form being submitted to Race Control, which may result in a penalty being issued to the driver or exclusion of the driver/car from the event.
- h. A preliminary fuel order form is supplied for your convenience to give the suppliers an idea of the amount of fuel required.
- i. Those entrants eligible for Early Bird vouchers can use this with Cheetah fuels at the venue.

17. 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 and 145B of the CAMS Manual of Motor Sport. In addition, the persons concerned will be subject to the articles of the Standard Operating Procedure for Alcohol Testing, the CAMS Anti-Doping Policy and the CAMS Illicit Drugs in Sport (Safety Testing) 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, 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 apply. Additionally, in any areas where the National Competition Rules and the CAMS Illicit Drugs in Sport (Safety Testing) Policy conflict, the CAMS Illicit Drugs in Sport (Safety Testing) Policy will apply.

18. END