

2017 VSCCWA Coalfields 500 Race & Regularity Meeting

CAMS PERMIT NUMBER: tba

Rounds of: 2017 CAMS WA Historic Motor Sport Championship
2017 CAMS WA Motor Race Championship
2017 CAMS WA VSCC Regularity, Sprints & Hillclimbs Championship

SUPPLEMENTARY REGULATIONS

1. EVENT TITLE, DATE & VENUE

The event title is the VSCCWA Coalfields 500 Race & Regularity Meeting to be held on Saturday 30th and Sunday 1st October 2017 at the Collie Motorplex, Powerhouse Road, Collie Western Australia.

2. ORGANISATION AND STATUS

- a. The event shall be held under the International Sporting Code of the Federation Internationale de l'automobile (FIA), the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS), 5th Category – Historic Cars article 2.3 of the current CAMS Manual, the 2017 W.A. Historic Regularity Drivers Championship Standing Regulations, 2017 CAMS Western Australian Historic Motor Race Championship regulations, The Vintage Sports Car Club of WA (VSCC) 2017 Standing Regulations, available at www.vscwa.com.au, these Supplementary Regulations and any Further Regulations and instructions to competitors that may be issued.
- b. This event will be conducted under and in accordance with the CAMS Risk Management and Occupational Health and Safety Policies. These policies and the CAMS Manual of Motor Sport can be found at www.cams.com.au.
- c. The event shall be a State Championship Race and Regularity event.
Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au.

3. EVENT STAFF

Promoter and Organizer: The Vintage Sports Car Club of WA (Inc) PO Box 1127 GWELUP 6018

Organising Committee: Paul Bartlett, Steve Boyle, Craig Bradtke, Bert Van Zuylen, Sheryl Swarbrick.

Stewards of the Meeting: Paul & Terri Woolhouse, Jan Freeman

Clerk of the Course: Mike Dennis CAMS ID 883063

Assist Clerk of Course: Dani Meyn,

Secretary of the Meeting: Samantha Allott

Drivers Standards Observer: tba

Chief Scrutineer: Rob Mitchell

Chief Timekeeper: Raymond Shaw

4. ENTRIES

- a. **Opening date:** On publication of these Regulations
- b. **Closing date:** Friday 15th September 2017
- c. **Entry fee for Racing:** \$220.00 (inc G.S.T.) + \$20.00 per Dorian payable to the VSCC of WA.
- d. **Entry Fee for Regularity:** \$180.00 (inc GST) + \$20 per Dorian payable to the VSCC of WA
- e. **Entry lodgement address:** VSCCWA Entries, 16 Watson Road Beelihar WA 6018
- f. **Entry Email:** entries@vscwa.com.au
- g. **Refunds:** No monies will be refunded after the Monday prior to the event
- h. **Restricted Entries:** The organisers reserve the right to refuse any entry without assigning any reason in accordance with NCR 83.
- i. **Number of Entries:** There will be a minimum number of 40 Racing entries and 50 Regularity entries, for the event to be financially viable. The maximum number of entries is 200 accepted in order of receipt.
- j. **Event cancellation:** Should the event be cancelled due to circumstances beyond our control, the Club reserves the right to withhold a percentage of the refund to cover costs.
- k. **Vehicle Eligibility:** The Regularity will be conducted for vehicles of CAMS Groups **A, C, F, J, K, L, M, N, O, P, Q, R, S, T, U, V**, as outlined in the current CAMS Manual of Motor Sport, together with invited cars of compatible type. Vehicles should be CAMS or VSCC log booked. The Racing will be conducted for CAMS Log-booked cars from the above classes, including all Category 2 & 3 Cars, CAMS Formula Vee and Formula Libre.

5. MEMBERSHIP

All nominated drivers must be a member of a CAMS-affiliated Club. Temporary membership of VSCCWA is available to new members only and only available once per year.

The consent of a parent or guardian must appear on the entry form for any driver under 18 years of age.

6. LICENCE REQUIREMENTS

All Race Drivers must hold at a minimum a CAMS Provisional Clubman Circuit Licence. Provisional Licences will be held at, and can be collected from, the Race Office at the conclusion of the meeting.

All drivers holding Provisional licences must have displayed a 'P' plate on the rear of their vehicle in accordance with Schedule K. Those who do not may be penalised by the Stewards.

Drivers in Regularity must hold a minimum Level 2S Speed Licence

7. EVENTS

The Organising Committee will group cars into appropriate categories for Race and Regularity, with events on both Saturday and Sunday. It will not be possible for Race entries to be shared by multiple drivers except in the programmed Endurance race.

8. SCRUTINY and DOCUMENT CHECK

- a. **Regularity Cars:** Entrants of regularity vehicles must present their vehicle for scrutiny. In addition, your helmet and apparel, in compliance with Schedule D of the CAMS Manual, must be presented for inspection. Your CAMS Licence, Club membership and log book (CAMS or otherwise) must be produced at scrutiny and on request during the meeting. NO logbook at document check NO championship points.

- i. **City Competitors:**

Scrutiny will be held on **Saturday 23rd September** between 0800 and 1100am at the Department of Transport, Licensing Centre, 21 Murray Road South, Welshpool.

For competitors not attending scrutiny at Welshpool or country locations there will be a \$50.00 fee to attend an alternate scrutiny or at the venue.

- ii. **Country Competitors:**

Albany & Bunbury competitor's scrutiny will be held Saturday 23rd September, or as advised at a local venue. Country competitors' scrutiny will be held at the venue on Saturday or Sunday from 07:30am.

- iii. **Target Scrutiny:**

Entrants of vehicles which comply with the audit conditions of the Targeted Scrutiny Regulations can have paperwork and apparel scrutinised at the venue from 7:30 am on Sunday 4th June or at the venues as above.

- b. **Audit Cars:** Drivers of vehicles subject to the Targeted Scrutiny regulations must present their vehicle log books and certificate of description (if applicable) to scrutineering prior to the running of the event. The Chief Scrutineer, or his nominee, will identify the vehicles entered to be subjected to a Targeted audit. The Chief Scrutineer will give notice at the time of documentation checking which vehicles will be required for audit and will nominate a time for the subject vehicle to be presented to the scrutineering bay. Failure to present for the said audit without prior consultation with the Chief Scrutineer will result in charges under the appropriate NCR's.

NOTE: notwithstanding the above, a vehicle entered for competition and/or racing apparel may be checked at ANY TIME during a Championship race meeting without prior notice being given, at the discretion of the Chief Scrutineer and/or the Clerk of Course.

9. DRIVERS' BRIEFING and SIGN ON

All drivers must attend a **compulsory Drivers' Briefing** on Saturday at 9:00am at the CMG Clubroom. All Sunday drivers must attend a compulsory Drivers Briefing on Sunday at 09:00 at the CMG Clubroom assembly area. Following the Drivers briefing **all Regularity drivers must meet with their assigned Group Leader and sign on.** Your entry acceptance letter will contain advice as to what events you are in, your Grid Positions and for Regularity drivers your allocated Lap Time.

Failure to attend the briefing may result in exclusion from participation at the meeting.

10. FIRST TIME DRIVERS AT THIS EVENT

First time drivers must report to the Clerk of Course, and may be taken for a familiarisation lap at slow speed behind the pace car. Failure to attend this briefing may result in exclusion from participation at the meeting and/or further penalties as may be decided by the Stewards.

11. PRACTICE/START TIMES:

- a. Qualifying is required by all race drivers, and Practice for all Regularity drivers. However, should you find that for exceptional reasons that you are unable to practice you must see your Group Leader & Clerk of the Course and present your case. You are not permitted to re-nominate a time unless you have had approval to do so by your Group Leader & Clerk of the Course
- b. The competition events are scheduled to start at 9:30 on Saturday and 09:30 hrs on Sunday. Entrants will be required to, as directed by the Clerk of the Course, take part in Practice (Regularity) or Qualifying (Race).

12. STARTING POSITIONS

The starting order / grid positions, for your events will notified in your entry acceptance letter, or as otherwise directed by Grid Marshals.

- a. **Race Events:** at the discretion of Clerk of Course, race events may have a Standing, Rolling or Handicap start.

- b. **Rolling Start Procedure (for all Regularity):**

The starting order / grid positions for your events will be listed on your competitor documentation provided at drivers briefing, or as otherwise directed by Grid Marshals throughout the event.

Competitors will assemble in the dummy grid area in the pre-determined order and, upon direction from the marshals; the cars will enter circuit for a warm-up lap behind the Safety car during which overtaking is prohibited. In practice and for each event a Safety Car will lead the field out from the dummy grid and the last car will be followed by a Sweep Car.

You must at all times keep the field bunched up. At a pre-determined position on the track the Safety and Sweep Cars will confer and if the field is **not** tight enough you will do another lap until such time as the field is set to compete. The safety car will quicken its pace to exit the circuit at the Pit Entry; **THIS IS NOT THE SIGNAL TO START THE EVENT**. The pole position driver will keep the field moving slowly, bunched up with all drivers maintaining a 2 x 2 formation until the final corner prior to start/finish line where they will form up in single file. Event. The events are rolling starts, **NOT** flying starts and do not start until you cross the start/finish line. You must at all time keep the field closed up, and not overtake until you have crossed the start/finish line. Any competitor deemed to be in breach of this procedure may be charged by the Clerk of the Course and an appropriate penalty applied.

13. DETERMINATION OF LAP TIMES:

Competitors are required to nominate a lap-time on the Entry Form. This time will be used in-conjunction with times from historical data to determine an allocated lap-time. These allocated times will be based on dry conditions, and should the track be classed as wet an appropriate extra time, as advised by the Clerk of Course, will be added to all allocated times.

New drivers with no available time will be allocated a time placing them at, or near, the rear of the field. They must abide by this time and are not to pass any car unless absolutely necessary and safe to do so.

The allocated time will be used for practice. After practice you are to review your time with your Group Leader who will in turn confer with the Clerk of the Course to seek approval for any changes.

A minimum lap time for the circuit may be nominated by the Organisers, Clerk of Course and Stewards at their discretion. Any driver exceeding the nominated minimum circuit lap time either during practice or in the Event, may be black flagged and may be excluded from the Event, and/or subject to further penalties.

14. REGULARITY TEAM RELAY:

The organisers may run a Regularity Team Relay for vehicles capable of running within a 130% speed differential of each other.

The following conditions for the team relay will apply:

- a. Entrants will nominate for this event as a team of four competitors with a non-driving Team Manager, who will co-ordinate the team's nomination, running order, interchange and hand the baton from one competitor to the next. A reserve competitor may be nominated, but once substituted, a retired competitor may not re-enter the event.
- b. Team Managers must nominate the number of laps the team will complete in the allotted time for the event, using the team member's nominated regularity times as a basis.
- c. The team completing the number of laps closest to their nominated number shall be the winner. Should more than one team be in this position, the aggregate regularity points lost of each team will be used to further determine the winner.
- d. Each driver must do at least three and no more than eight laps per stint. Any team driver or vehicle may do more than one stint.
- e. No one driver may do more than one third of the team's nominated laps.
- f. Team vehicles will be issued with a sticker carrying their team number which must be adhered to the left top of the windscreen area, or in an analogous region if no windscreen is available. Teams will be numbered from one to the entry limit.
- g. Teams will have a designated area on the right hand side of the dummy grid to be used for staging the Baton changeovers. Each team may have only one car in pit lane at any time other than at Baton change.

- h. At the Start the first stint cars will form up on the dummy grid in single file according to their team number. The first team cars will be lead onto the circuit by a Pace Car for their warm up lap and the event will start as per standard regularity events. The timing for the nominated period of the team relay event will commence when the first car passes the start finish line after the warm up lap.
Teams must note that all outlaps after changeovers and in-laps for changeovers will not be counted, only flying laps completed start to finish on the track will be counted.
- i. Once the first-stint cars are on the track, second stint cars may now enter pit lane and will form up in dummy grid area in "Le Mans" style angle as close to the right hand side as possible for the changeover.
- j. Drivers will remain in their vehicles in full race kit at all times while in the dummy grid area. Each team will co-ordinate their own staging according to their chosen strategy.
- k. Team managers may signal drivers on the circuit via a board when they are due to come in. When drivers pit for change-over a strict adherence to a max 20kph speed while in pit lane and paddock must be observed. They must stay (wherever possible) as close to the kerb on the right hand side and come to a stop opposite their staged team car. The team manager will then take the baton/ribbon to the next car who will move out towards the end of pit lane and be guided by the grid marshals. Departing drivers will be directed by the grid marshalls when it is clear to exit the pits.
- l. Team Managers may only signal circulating drivers to "come in". Signalling to speed up or to slow down is strictly forbidden.
- m. Conclusion. Teams will go through these rotations until such time as the Chequered flag is shown to end the event. Teams must have a car circulating on the track at the time the chequered flag is shown to be eligible for the team relay results. Drivers on track when the chequered flag is shown will continue around on a cool down lap and exit the track to the paddock area.
Note if the event is red flagged all cars must leave the track and enter pit lane and await instructions.

15. ENDURO EVENT

The organisers may run a Enduro Event. Eligible vehicles will include any CAMS 2nd Category or 3rd Category vehicles capable of running within a 130% speed differential of each other.

The Enduro will consist of 1 x 15-minute Qualifying and 1 x 120 minute Race

The track limit will be 44 for Qualifying and 37 for Racing.

a. Race Start

The cars will leave the dummy grid in the pit lane, form up in grid order two abreast behind the safety car and then do two [2] formation laps. The safety car will leave the circuit on the second lap and the event will commence with a rolling start.

b. Pit Facilities

All competitors will utilise the right hand side of dummy grid for all compulsory pit stops. Each entrant will be allocated a position in the dummy grid area. All refuelling is to be carried out in the designated fuelling area and in accordance with the procedure supplied.

c. Compulsory Pit Stop (CPS)

The compulsory pit stop procedure will be in accordance with RMSR Item 11.4 as listed in the current CAMS Manual of Motor Sport. All competitors will be required to do a minimum of one [1] CPS.

i. Solo entrants:

Must run/walk a complete lap around their car (driver's door to driver's door) within the confines of their allocated outfield pit bay. 1 x driver assistant is allowed to assist the driver to strap back into the driver's seat during the CPS, but must stay within the confines of the allocated area during the pit stop

ii. Driver Change:

Driver A gets out and Driver B gets in. Both drivers must stay within the confines of their allocated area during the pit stop 1 x driver assistant is allowed to assist Driver B to strap into the driver's seat during the CPS, but must stay within the confines of the allocated outfield pit bay during the pit stop.

iii. Car Controller:

Each car is allowed one [1] car controller. This person is not allowed to assist in any way during the CPS and must stay within the confines of the allocated pit bay.

d. Fluro Velco Strip:

This is to be placed on the left hand rear passengers window prior to the start of the race. Only the driver who starts the race is to remove this during the CPS.

The window for CPS will be open, when the starting driver crosses the race track start/finish line to complete lap 70 and will close after the leader crosses the race track start/finish line to complete lap 90. Other stops are allowed outside of the CPS window will not count as the CPS. Pit stops and driver changes to the car other than CPS are permitted at any time.

Drivers departing pit lane will be directed by the grid marshalls when it is clear to exit the pits.

15. REFUELING

a. Pit lane Refuelling

All drivers must be clear of the car and behind the pitlane "prescribed line" during refuelling. Refuelling cannot commence until the driver who drove the automobile onto pitlane has vacated the automobile and is behind the "prescribed line".

"Pit lane refuelling" will be deemed to be any stop during the race that fuel is added to the car in competition. i.e. in the Pit lane.

It is compulsory to notify the designated re-fuelling officials of your intended to undertake a Fuel Pit Stop no less than one [1] lap before attempting the stop.

Competitors spilling fuel during refuelling will be penalized and held in Pit Lane for an additional five [5] minutes or given a five [5] min stop go penalty. Any fuel spill MUST BE IMMEDIATELY cleaned up.

No other vehicle servicing (including driver change, drink bottle and cool suit changing) is to be undertaken whilst fuel is being transferred into the vehicle.

A wet towel or fire blanket must be placed over any tyre that is within 1 metre of the refuelling orifice to reduce the ability of fire if fuel is spilt on the tyre.

All pit lane refuelling must only be done using equipment as approved by the Clerk of Course.

At all times when filling or emptying refuelling devices in the pit lane garage all personnel involved in the transfer or within one [1] metre of the re- fuelling fittings must be fully attired (As per schedule D Part 4.6 of the current CAMS manual of motorsport) in a minimum of;

- i. Flame resistant and currently compliant overalls, gloves, balaclavas and shoes.
- ii. Any resultant exposed areas (eg, eyes) must be covered to minimise risk of injury from flash fire burns (eg, by goggles/glasses).

The three [3] Fuel pit stop refuelling personnel, wearing certified apparel, who must attend are:

- i. Re-fueller (x1)
During a Fuel pit stop, the Re-fueller must only handle and operate the refuelling hose/handpiece for the duration of the Refuelling operation.
- ii. Fuel Rig Emergency Cut-Off Attendant (x1) – Dry-Break Refuelling
During a Fuel pit stop, the Fuel Rig Emergency Cut-Off Attendant must hold the valve of the re-fuelling rig open only during the re-fuelling operations and must not participate in any other activities other than the duties of an emergency cut-off valve attendant, OR
Fuel pump Operator (x1) – Hand Pump Refuelling
During a Fuel pit stop, the Fuel Pump Operator is to operate the hand pump under the direction of the Re-fueller and must not participate in any other activities other than the duties of Fuel Pump operator.
- iii. Fire Attendant (x1)
During a Fuel pit stop, the Fire Attendant must be ready and located behind the "prescribed line" near the re-fuelling tower or hand operated pump with a working fire extinguisher (not less than 4.5kg). The fire attendant must not participate in any other activities other than the duties of a fire attendant during the entire activity.

The vehicle must be stationary at all times during re-fuelling. Cars must turn off their ignition before re-fuelling starts. Turbo cars are exempt from turning off the ignition but must abide by these refuelling regulations. Turbo cars are permitted to leave their cars running but the car controller will become a secondary fire attendant stationed at the front of the car with a minimum capacity of 4.5kg and will be required to be dressed same as the other fire attendant.

Where the fuel filler of the vehicle is located over a wheel, the wheel must be covered by a flame retardant material to prevent the spilling of fuel on hot brakes irrespective of where refuelling is taking place.

b. Refuelling Other than in Pitlane

Once the race has commenced refuelling can only be conducted in pit lane as detailed above or the designated compound at the rear of the pit garages. No fuel may be added to competing vehicles in team garages for the duration of the event.

There will be a designated refuelling area where all fuel containers are to be kept. **THERE WILL BE NO REFUELLING ALLOWED OUTSIDE OF THE DESIGNATED REFUELLING AREA.** The vehicle ignition must be switched off and the competitor outside the vehicle with an assistant standing by with a fire extinguisher. Fuel must be in accordance with Schedule G of the current CAMS Manual.

16. DANGEROUS DRIVERS AND VEHICLES:

The Clerk of Course may, at his sole discretion, prohibit from further competition at this meeting any competitor who, in his opinion:

- a. exceeds 20kph in the paddock area,
- b. intentionally shortens the race track by leaving the bitumen while competing **or** who rejoins the race, in a manner which could cause damage to the edge of the circuit, or at an unsafe speed,
- c. drives in a manner not consistent with the spirit of the meeting.
- d. performs a "burn-out" or "donut"

17. PENALTIES:

Amongst others, the following offences may entail a time penalty by the additional of one minute to the time taken by him to complete the course without prejudice to such further penalty as the Stewards of the Meeting may determine having regard to the circumstances.

- a. False start,
- b. "Practice" start during the formation lap,
- c. Wrong occupation of an empty starting grid position,
- d. Changing starting position during the formation lap after the safety car has pulled into the pit lane,
- e. Overtaking before the signal to start has been given.

18. RESULTS & PROTESTS

Provisional Results will be available on the VSCCWA web-site or Natsoft as appropriate as soon as possible. Confirmed results will be published on the participating Clubs newsletters and web-sites.

Protests must be lodged in accordance with Part XII of the NCR. The Clerk of the Course shall be the Judge of Fact for the event.

19. POSTPONEMENT, ABANDONMENT, CANCELLATION

The organizers reserve the right to postpone, abandon or cancel the event in accordance with NCR 59

20. AWARDS

Trophies &/or certificates will be presented at a time and place to be further advised.

21. NON-COMPETITION VEHICLES:

- a. Vehicles used for camping must be located in the designated Camping Area Only
- b. All competitor trailers and tow cars must be moved to the designated parking area as soon as possible after unloading. Any spectator car must be in a designated carpark.
- c. Loading or unloading of trailers in the pit/paddock area from the beginning to the end of the day's competition is prohibited unless specifically directed by the Clerk of Course.

22. PIT GARAGES ALLOCATION

Competitors are to note that the covered pit area adjacent to the mine operations building is to be reserved for open wheeler vehicles which predominately include Formula Classic and Formula Vee. All hard-top vehicles are to park in the other designated pits areas.

23. ALCOHOL, DRUGS AND OTHER SUBSTANCES

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

Samantha Allott
Secretary of the Meeting