



The Vintage Sports Car Club of WA (Inc)

2011 Standing Regulations

Events organised by the Vintage Sports Car Club of WA (Inc) shall be conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules (NCR) of Confederation of Australian Motor Sport Ltd. (CAMS), the appropriate Regulations applicable to each activity as outlined in the CAMS Manual, the Supplementary Regulations issued by the promoter for each Event, these Standing Regulations and any Further Regulations that may be issued.

THE VINTAGE SPORTS CAR CLUB OF WA Inc 2011 STANDING REGULATIONS

CONTENTS

1.0	EVENT TITLES, DATES & VENUES.....	3
2.0	ADMINISTRATION.....	3
3.0	CIRCUIT DETAILS.....	3
4.0	PASSENGERS AND SUBSTITUTE DRIVER.....	4
5.0	LICENCE REQUIREMENTS.....	4
6.0	PARENTAL CONSENT.....	4
7.0	SCRUTINY.....	4
8.0	INSURANCE.....	5
9.0	PROTESTS.....	5
10.0	POSTPONEMENT, ABANDONMENT OR CANCELLATION OF A COMPETITION.....	5
11.0	USE OF PROHIBITED SUBSTANCES.....	5
12.0	APPAREL.....	6
13.0	SAFETY - CARS.....	6
14.0	SPECIFIC REQUIREMENTS FOR REGULARITY TRIALS.....	8
15.0	SPECIFIC REQUIREMENTS FOR SPRINTS AND HILL CLIMBS.....	11
16.0	COMPLIANCE WITH INSTRUCTIONS.....	11
17.0	PENALTIES.....	11
18.0	LOG BOOKS.....	11
19.0	HILLCLIMB CLUB CHAMPIONSHIP.....	12
20.0	REGULARITY CLUB CHAMPIONSHIP.....	13
21.0	HISTORIC RACING CLUB CHAMPIONSHIP	13
22.0	SPECIAL CONCESSION FOR MULTIPLE CARS BY ONE OWNER IN AN EVENT	13

1. EVENT TITLES, DATES & VENUES

The event schedule is:

- 1.1. Saturday 27th February, Hill Climb Jack's Hill, Wanneroo
- 1.2. Saturday 2nd April, Hill Climb at Mount Ommaoney.
- 1.3. Saturday 2nd April, Autokhana, Minson Ave, Northam
- 1.4. Sunday 3rd April, Northam Flying 50 "Round-The-Houses" Regularity Trial.
- 1.5. Saturday 5th June, Mount Clarence, Albany Hill Climb.
- 1.6. Sunday 6th June, Albany Classic "Round-The-Houses" Regularity Trial.
- 1.7 Monday 7th June, Wind Farm Hillclimb, Albany. TBC
- 1.7. Saturday 15th October, Collie Regularity
- 1.8. Sunday 16th October, Collie Race
- 1.9. Sunday 21st November, Caversham Motorkhana, Caversham
- 1.10. Sunday 4th December, Vintage Stampede at Barbagallo Raceway Wanneroo
Modern Regularity Trial.

Dates subject to change, Check the web site www.vscw.com.au

2. ADMINISTRATION

Organiser & Promoter: The Vintage Sports Car Club of WA Incorporated

Address: PO Box 1127, Gwelup WA 6018

Phone: (08) 9244 1550

Fax: (08) 9244 1779

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3. CIRCUIT DETAILS

3.1. Albany, Temporary Circuit:

- 3.1.1. Length: 1.5 kilometres
- 3.1.2. Direction: Anticlockwise

3.2. Barbagallo Raceway Wanneroo, Permanent Circuit:

- 3.2.1. Length: Long Circuit 2.4150 kilometres
- 3.2.2. Length: Short Circuit 1.7601 kilometres
- 3.2.3. Direction: clockwise.

3.3. Collie Motorplex, Permanent Circuit:

- 3.3.1. Length: 1.65 kilometres
- 3.3.2. Direction: Anti Clockwise.

3.4. Collie Motorplex Hillclimb

- 3.4.1. Length: TBA

3.5. Mount Clarence, Albany, Hill Climb:

- 3.5.1. Length: 850 metres
- 3.6. Mount Ommanney, Northam, Hill Climb:
 - 3.6.1. Length: 780 metres
- 3.7. Northam, Temporary Circuit:
 - 3.7.1. Length: 1.36 kilometres
 - 3.7.2. Direction: Anticlockwise
- 3.8. Northam Motorkhana
 - 3.8.1. Length: N/A
- 3.9. Jacks Hill, Neerabup:
 - 3.9.1. Length: 1.2 kilometres
- 3.10. Windfarm Hillclimb, Albany
 - 3.10.1. Length: TBA
- 3.11. Caversham, Motorkhana
 - 3.11.1. Length: N/A

4. PASSENGERS AND SUBSTITUTE DRIVER

No passengers to be carried except in demonstrations & parades' **unless** the CAMS State Office approves the proposal in writing. The Stewards shall be empowered to approve the nomination of a substitute driver for any car entered in any event at the request of the entrant of the vehicle PROVIDED THAT the nominated substitute driver is the holder of the appropriate CAMS licence and a financial member of the VSCC or other invited club and has signed all necessary disclaimers.

5. LICENCE REQUIREMENTS

- 5.1 Competitors in Races must hold the minimum of a CAMS Provisional Circuit Licence PC or NC Licence.
- 5.2 Competitors in Regularity Trials must hold the minimum of a CAMS Level 2S Licence.
- 5.3 PC Licence Holders must submit their licence to Race Control prior to their practice session. The licence may not be collected until the conclusion of the race meeting.
- 5.4 It is the responsibility of the Entrants and Drivers to take their competition licences to the event and be prepared to produce their competition licence on demand by an official of the race meeting and any Entrant or Driver unable to do so may be subject to penalties under the NCR.

6. PARENTAL CONSENT

If any entrant or driver is under 18 years of age the consent of his/her parent or guardian must appear on the Entry Form.

7. SCRUTINY

Schedule & Venue: to be advised in the Supplementary Regulations of each event.

- 7.1. All driver apparel (helmets, overalls/clothing, gloves etc) must be presented for inspection and approval.

- 7.2. Membership cards, appropriate CAMS Competition licences and log books, Club and/or CAMS (where they have been issued), must be produced at scrutiny and on request during the meeting.
- 7.3. No car may participate in any practice session or any part of the event unless it has passed scrutiny.
- 7.4. Any car which, having passed scrutiny, is dismantled or modified in any way which might affect the safety of the vehicle or raises questions as to its eligibility, or is involved in any accident having similar results, must be re-presented for approval by the scrutineers before being able to compete.
- 7.5. Any car or driver may be prohibited from practice or the competition for safety reasons.
- 7.6. The Clerk of Course may require any car to be stopped and checked during any event.
- 7.7. Metropolitan entrants unable to attend scrutiny at the designated venue on the designated date prior to an event may make direct arrangements to be scrutinised at the event venue with the Chief Scrutineer. **A fee of \$50.00 will apply - NO EXCEPTIONS.**
- 7.8. Scrutiny for regional entrants will be held at a date and time and venue to be advised. An indication that the entry is from a regional location must be made on the official entry form.
- 7.9. Any vehicle that is CAMS logged and has a current AUDIT need not attend scrutiny; however those cars are subject to random checks throughout the event. **PLEASE NOTE: This only applies to Barbagallo Raceway and Collie Motorplex. However Drivers must present their Helmet, Apparel, Logbook, Car Logbook and fire extinguisher to scrutineering at the venue on the day. At all other VSCCWA events, all cars must be presented for scrutiny.**

8. INSURANCE.

Combined Liability Insurance has been affected by the Promoters. All drivers and officials are covered by the Motor Sport Personal Accident Insurance Policy. For further details, on the CAMS Website.

Every entrant and driver before taking part in any competition must sign the Disclaimers and Entrants Statement on the Entry Form.

Officials must sign on every day of the event.

9. PROTESTS

Any protest must be lodged in accordance with the Provisions of Part XII of the NCR's.

10. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF A COMPETITION

- 10.1 The Organisers reserve the right to abandon the event in accordance with the Provisions of NCR 59.
- 10.2 The Clerk of Course at any VSCC event may refer a competitor or official to the Ambulance/First Aid post in attendance, should the Clerk of Course form the opinion that the competitor or official may be unfit to take part in the event.
- 10.3 The Clerk of Course at any VSCC event may, on the advice of the Ambulance/First Aid Post personnel in attendance; exclude a driver or official from taking any further part in the Event.



11. USE OF PROHIBITED SUBSTANCES

- 11.1. During any competition, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under 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.

In addition, the persons concerned will be subject to the Articles of the Procedure for Alcohol Testing and CAMS Anti-Doping Policy.

It should also be pointed out that all VSCC events have smoke-free areas in line with the sponsorship program from Healthways WA

- 11.2 Other Prohibited Substances

The CAMS Anti-Doping Policy, as appears in the current 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 Anti-Doping Policy conflict, the Anti-Doping Policy will take precedence.

Competitors, crew or officials may be tested for alcohol or other drugs at any time during the event(s). This regulation serves as the required 24-hour notice to Competitors, Crew and Officials.

12. APPAREL

Driver must wear:

12.1. Helmet:

A helmet that complies with AS 1698 and carries marking to the effect or one that is specifically approved by CAMS, also appropriately marked to that effect.

Helmets must not be loosened or removed until the car is back in the pits or the driver is outside the barriers.

12.2. Apparel:

Clothing for drivers and crew members must be from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

12.3. Footwear:

Suitable closed toe footwear. No thongs, sandals or high heels will be permitted. Synthetic material sneaker's, are not acceptable

12.4. Goggles and Visors:

Goggles or visors must be worn by drivers of open cars. Those with glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high-impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1981, BS4110Z or equivalent international standard.

12.5. Gloves:

The club strongly recommends the wearing of gloves

13. SAFETY - CARS

All cars must comply with the following:

13.1 Seat Belts/Safety Harnesses:

Safety harnesses and/or seat belts are required to be worn in all competition, save where otherwise specified for vehicles of the 5th Category. Safety Harnesses and/or seat belts

must be fitted as specified in the CAMS manual. Harnesses of a higher level than specified are permitted and encouraged except for open cars, or those with a temporary roof, where, in the opinion of the Club Chief Scrutineer, there is no, or inadequate roll-over protection for the driver. In such cases restraints fitted must allow for lateral movement of the drivers body **For more information refer to the current CAMS Manual Section 6: Schedule I**

13.2 Fire Extinguisher:

All cars must have a securely fitted fire extinguisher, which complies with AS 1841 (save that extinguishers which meet AS 1841.2 are not permitted). Note that Halon extinguishers (1201 and 1311, including BCF) are not permitted under civil legislation. The extinguisher must be of at least 900g capacity. The fitment of an "on-board" extinguishing system homologated by the FIA shall be acceptable as an alternative to the fitment of a separate extinguisher. Fire extinguishers as above must be maintained according to the prescription of AS 1851. This requires:

13.2.1 A six-monthly inspection carried out by an approved accredited inspector or other suitably trained persons and must have appropriate marking.

13.2.2 a three-yearly service, which involves recharging the extinguisher.

13.2.3 a six yearly hydrostatic test of the pressure vessel.

13.2.4 Metal brackets (Plastic brackets are not acceptable) to be used to secure the fire extinguisher with hi-tensile bolts, nuts and washers. Self-tapping screws are not permitted.

13.2.5 With the exception of open-wheelers - extinguishers must be in reach of the driver when in normal driving position.

13.3 Battery Indication:

Have, on the external coachwork, a blue triangle of sides 150mm, which indicates the position of the battery.

13.4 Towing Points:

All cars must have clearly visible and accessible towing points – front and rear. These must be clearly visible and painted in yellow, orange or red, the chosen colour being in contrast to the colour of the body work immediately adjacent the towing point. Red tape may be used to mark existing vehicle components from which the car may be towed. The tow eye to be a minimum of 40mm (as per CAMS Manual)

13.5 Tyres:

The use of recapped or reconditioned tyres is forbidden. Tubeless tyres must be fitted to optimum rim size only.

13.6 Fuel:

Must be 'Commercial Fuel' as defined by CAMS, Schedule G of Section Six of the CAMS Manual of Motor Sport.

13.7 Rollover Protection Equipment

Rollover protection equipment is not compulsory in closed speed events, but is recommended. Roll-over protection, if fitted, must be adequate for the driver entered – eg roll bars must be higher than helmet height when the driver is seated in the car, and wider than shoulder width. For open cars, or those with a temporary roof, where no, or in the opinion of the Club Chief Scrutineer, inadequate roll over protection is fitted, the fitted safety belt/harness must allow for voluntary lateral movement of the driver so that in the event of a roll-over the vehicle is not being supported on the drivers neck.

All CAMS log-booked competition cars taking part in races conducted by The Vintage Sports Car Club must be fitted with CAMS approved rollover protection equipment. Rollover protection equipment is required in all historic category vehicles that race other than pre 1961 historic vehicles in groups Ja, Ka and Lb.

Under the rules of CAMS it is permitted to fit a safety harness and rollover protection in historic vehicles.

Drivers that chose not to do so are required to complete the Disclaimer Exclusion of Liability, Release and Assumption of Risk Historic Vehicles – Driver Protection Equipment form. The Disclaimer Exclusion of Liability, Release and Assumption of Risk Historic Vehicles – Driver Protection Equipment must be submitted with the Entry Form or handed to the Chief Scrutineer prior the vehicle participating in practice or races.

13.8 In addition, cars not road registerable must comply with the following:

13.8.1 **Scatter Shield:** Be fitted with a scatter shield if required under the provision of Schedule M of the CAMS Manual of Motor Sport.

13.8.2 **Steering Column:** Not be fitted with any steering column locking device.

13.8.3 **Tail Shaft:** If not equipped with a suitable cross member then to be fitted with a strap that will prevent the tail shaft falling to the ground in the event of a component.

14 SPECIFIC REQUIREMENTS FOR REGULARITY TRIALS

14.1 Important:

Drivers are reminded that this is a Regularity Trial and NOT A RACE. Drivers not contesting the events in the appropriate manner will be black flagged and may face penalties, as determined by the Clerk of Course.

14.2 Events: Eligible Cars: Historic Regularity

At the discretion of the Event Organisers historic regularity events may include any vehicle of a type suitable for inclusion in Groups J, K, L, M, O, P, Q, R, V, Sports, S, Na, Nb plus other pre-1970 sports and GT cars that fall outside these guidelines. Cars must be presented substantially in period specification. Acceptance of a vehicle for an event is not a guarantee of acceptance at other events. Additionally, the inclusion of other cars is permitted, subject to the Event Organiser having reached agreement with the CAMS State Manager and the local Historic Commissioner or Historic Eligibility Officer.

14.3 Events: Eligible Cars: Modern Regularity

Vehicles complying with Schedules A & B (refer to Section 6 of the CAMS Manual of Motor Sport) are eligible.

14.4 **General:** Refer to CAMS MANUAL OF MOTORSPORT for 5th Category - Historic Cars. General Regulations.<http://www.camsmanual.com.au/pdf/historics/>. VSCC OR CAMS vehicle log books are required for Round The Houses events and must be presented at scrutiny. CAMS Log booked cars come under the CAMS regulations and VSCC logged cars are club listings only and are not controlled by CAMS.

14.5 Identification Marks:

Identification marks, i.e. competitor numbers, are required for 5th category Historic Cars (refer Schedule K of Section 6 in the CAMS Manual of Motor Sport) and must be presented at scrutineering.

14.6 Competitor Numbers:

Competitor numbers must be adhered to both sides of the vehicle prior to the commencement of scrutiny. Numbers will be allocated on their acceptance form. Magnetic numbers are not acceptable unless supplementary fixing is applied to the leading edge prior to scrutiny (you may be required to show this at scrutiny).

14.7 Advertising:

Refer Section 6, Schedule K, Article 10 of the CAMS Manual of Motor Sport. Any advertising other than the sponsors of the event must be adequately covered or removed to the satisfaction of the Chief Scrutineer. "Gaffer" cloth tape is allowed as an acceptable covering providing it closely matches the bodywork paint colour.

14.8 Competitor Timing Devices:

Internal timing devices in vehicles will not be permitted to be used. External timing and signals from crew and assistants will be deemed illegal and may face further charges, as determined by the Clerk of Course and the Stewards of the Meeting.

14.9 Timing:

The timing shall commence at the start of the event and the first and subsequent laps shall be timed when the automobile crosses the control line in front of the timekeepers' station. To ensure all competitors are included in results the last competitive vehicle in the event will be given the allocated number of laps even if this means some others in the event get extra laps.

The minimum lap time will be nominated by the Clerk of Course and Stewards. Any driver driving faster than that time, either during practice or in the events, may be black flagged and may be excluded from the event or the meeting, and/or subject to other penalties imposed by the Stewards at the meeting.

After practice each entrant/driver is to nominate to the time keepers the lap time at which he/she intends to circulate during the regularity runs. Entrants/drivers will not be considered as starters unless a lap time has been nominated. Notwithstanding the overall minimum lap time set and the lap times nominated by the entrant/driver, if in the opinion of the Clerk of Course or Stewards or DSO, a driver is driving in a manner or at speeds that create a dangerous situation, even though within the nominated times, that driver will be instructed to slow down and the entrant/driver to nominate a slower lap time.

14.10 Determination:

Drivers must nominate their time within 30 minutes of the conclusion of Practice. Organisers have the right to refuse to accept a nominated time if it is deemed unreasonable. In such cases, the competitor will be required to nominate an alternative lap time acceptable to the organisers.

Any competitor who fails to nominate a time will not be recorded in the results.

Allocated lap times for all "Round-The-Houses" events will be allocated by the organising committee prior to the event.

For each lap on which the competitor records a lap time less than his nominated time, a penalty of 2 points per hundredth of a second of the error shall apply, and for each lap greater than his nominated lap time a penalty of 1 point per tenth of a second of the error shall apply.

The winner is the competitor who has completed the required number of laps and has accrued the least penalty points.

14.11 Glass Covering:

All external forward facing glass components, save for the windscreen shall be covered by a transparent adhesive film, which shall effectively inhibit broken glass from being spread on the track.

14.12 Oil-trap & Coolant Container:

All cars must, if fitted with crankcase breather/s discharging to atmosphere, have fitted to such breather/s an oil-trap container of at least two litres capacity (for cars of under 2000cc) or three litres capacity (for cars over 2000cc). Catch tank must be visible to scrutineers. These containers must be empty at the start of the competition **and have some method that the scrutineers can check that they are empty.** Not required for standard road registered cars built after 1 January 1973 however all unregistered cars must comply. The club also recommends the fitting of a coolant overflow bottle!

14.13 Locking or Wiring Device:

All cars are to be fitted with a locking or wiring device adequate for the prevention of any loosening of any oil drain plug.

14.14 Spin on filters:

All spin on filters are to be restrained. Minimum requirement, hose clamp fixed to the body of the filter, and wired to a solid mounting point to prevent the filter loosening.

14.15 Bonnet Secondary Fastenings:

All standard post 1973 cars are exempt as per CAMS Manual of Motor Sport (Note the VSCC encourages all car to have secondary fastenings). Pre 1973 cars with front opening bonnets (i.e. rear hinged) must have an auxiliary bonnet restraint. It must be rigid and not be elastic.

14.16 Drivers' Instruction Lecture:

All drivers (and any others who so wish) that have competed in two or less Regularity Trials must attend a drivers' instruction lecture prior to the event. The date, time and venue will be advised in Supplementary Regulations. A P plate is required to be displayed on the rear of the vehicle at all time during the event.

14.17 Overtaking:

The **blue flag** will be used to signify an overtaking car. There will be designated NO overtaking areas at some venues, (refer to map on tickets issued at the Team Leader Briefing). It will be designated by a pair of permanently fixed yellow flags. Any car found to be overtaking in this area may be shown a **black flag** and may be excluded at the discretion of the Clerk of Course from the remainder of the events. It is the responsibility of each competitor to familiarize themselves with the flags as per section 7 of the CAMS manual.

14.18 Drivers Standards Observer:

In line with a recommendation made by the Australian Historic Commission, a position of Historic Driving Standards Observer for historic events has been effected, with the express intention of monitoring driving standards, to ensure competitors maintain a safe standard of driving, attitude and respect for others.

It is designed to assist CAMS comply with Occupational Health and Safety Legislation and its' obligation to manage the sport in a fair, safe and responsible manner.

The employment of a HDSO will be required at all CAMS Permitted Historic events, including Historic Regularity events.

- 14.19 **Team Leader:**
A Team Leader may be appointed for each Regularity event. All drivers are advised to follow the direction of Team Leaders.
- 14.20 **Awards at VSCC Run Regularity Events**
For each event, trophies, medallions or certificates will be awarded to eligible competitors as decided by the competition committee for each event.
Non log booked cars and or non financial members will not receive championship points or a trophy / medallion.

15 SPECIFIC REQUIREMENTS FOR SPRINTS AND HILL CLIMBS

15.1 General:

The attention of competitors is drawn to Schedules A & B of the General Requirements for Automobiles found in Section Six and the Standing Regulations for Speed Events in the CAMS Manual of Motor Sport. Vehicle log books, Club or CAMS, are not required, but if a log book exists, it must be presented at scrutineering.

15.2 Timing:

The organisers utilise an electronic timing system back up timing with stop watches and radio.

15.3 Driver Conduct: Any driver who;

15.3.1 cuts corners, OR

15.3.2 dislodges corner marker(s), OR

15.3.3 sprays quantities of dirt or gravel on the racing surface;

- may have five seconds added to the time for the lap/run that the incident takes place on. Furthermore, drivers who persist in such behaviour may be excluded from further competition.

The Clerk of Course and their assistants and other officials appointed at the event by the Clerk of Course shall be a judge of fact for such incidents.

16 COMPLIANCE WITH INSTRUCTIONS

- 16.1 Failure to follow the direction of any official will render a competitor liable to exclusion.
- 16.2 Any driver whose car makes contact with the primary barrier on any VSCC course must report to the Clerk of Course of the day and explain why they should not be excluded from the remainder of the competition. The decision of the Clerk of Course of the day on such a matter shall be final
- 16.3 Any driver who goes off the competition surface MUST NOT return to that surface unless safe to do so. Subject to being checked by the scrutineers (if required), the car may be allowed to participate in further events on the day.

17 PENALTIES

Any entrant or competitor in breach of the National Competition Rules of CAMS or the 2010 VSCC Standing Regulations or Supplementary Regulations may be charged by the Clerk of Course or Stewards of the Meeting and be penalised by being excluded from the event and subsequent events until such time as the offending party has completed and had recorded that he/she has officiated at another significant VSCC event.

18 LOGBOOKS

Please note: CAMS Log booked cars come under the CAMS regulations and VSCC logged cars are club listings only-and are not controlled by CAMS.

- 18.1 For a car to compete in the Club Championship it will need to have a logbook, either a full CAMS Logbook or a VSCC Club Logbook. Your logbook will indicate which category your car is in.
V* behind of the category name is the VSCC equivalent of that CAMS 5th category.
- 18.2 Once a logbook has been issued (CAMS or VSCC), you need to bring the book to each event. NO logbook at scrutiny, NO championship points. The scrutineer will initial log book sighting on the scrutiny form.
- 18.3 Vehicles without logbooks may score points at their first event providing a VSCC Club Logbook application form has been lodged on the day. However because the eligibility scrutineer may not be present on the day, you will be given the eligibility scrutineers phone number to arrange scrutiny before the next event. Responsibility for scrutiny lies solely with the applicant.
- 18.4 The VSCCWA Logbook Application Form is based on the CAMS Certificate of Description form. Forms are available by contacting the Club Registrar on (08) 9244 1550 or from the VSCC Website. www.vscywa.com.au.
- 18.5 Youngest major component dates the car. Major components are: (body/chassis, engine, brakes, gearbox, and rear axle case) Eg: A Sprite with 1275 cc engine will move from Sa to Sb mod because the car no longer complies with the specifications for Sa and the new engine is from an Sb vehicle.
- 18.6 Ancillary components that do not comply with CAMS manual in terms of period (i.e.: trim, instruments, wheels, carbs, blower /turbo even if year of manufacture is 2006) will only move the car one category younger i.e. from Sb mod category to Sc mod class. Note if the modification is not to the standard of the CAMS manual for that category the car is in the improved class! Only cars to CAMS requirements are in the VSCC equivalent CAMS Category.
- 18.7 Dating of these components will be accepted as run on models included (e.g. for a FIAT 1.4L twin cam the design was first introduced in 1964 and ran till 1980 unchanged. These cars will be categorized as 1964 cars. But the first production of the 2L was 1975. If the car has a 2L engine then the youngest major component is 1975, and then the car will be categorized as 1975.)
- 18.8 Onus of written proof with serial numbers is by applicant. The Eligibility officer has final say. Eligibility officer may keep a database of accepted dates for reference on popular components, e.g. 5speed Celica box first manufactured 1942 serial Celica 0001 onwards. Note this is not correct but just an example designed to attract your attention!!
- 18.9 Exemptions allowed as per CAMS manual i.e. any version of an SU carburettor is acceptable as long as size remains unchanged.
- 18.10 Any change to a major component will be required to pass logbook scrutiny again.
- 18.11 The applicant is responsible for producing the vehicle for re-scrutiny. Failure will result in points being disallowed at the discretion of the chief scrutineer.

19) HILLCLIMB / SPRINT CLUB CHAMPIONSHIP

- 19.1 Events: The 2011 VSCC Club Championship will be held over 4 rounds.
Mt Ommanney, Mt Clarence, Collie Crown and Jacks Hill.
- 19.2 Club Championship Points will be allocated on an event by event basis. These will be based on class & capacity on the basis of 10 points for 1st, 9 points for 2nd, 8 3rd etc. Only vehicles with logbooks are eligible to attract points in any event.
One additional point will be allocated for FTD.
- 19.3 A competitor is only eligible for a Club Championship Trophy where a competitor has competed in 3 or more Club Championship events in the same car.
- 19.4 The Peter Briggs Club Champion Trophy will be presented to the person who scores the most points.
- 19.5 The Pre 1960 trophy will be presented to a pre 1960 car that scores the most points.
- 19.6 **Classes**
Capacity class breaks will be as per the CAMS Manual of Motorsport.

Modern	Under 2,000cc Under 3,000cc Over 3,000cc
N group	Under 1,500cc Under 2,000cc Under 3,000cc Over 3,000cc
S group	Under 1,500cc Under 2,000cc Under 3,000cc Over 3,000cc
JKL	J one class K one class L one class
MOPQR	One Class

20) REGULARITY DRIVERS CHAMPIONSHIP

- 20.1 Events
Northam Flying 50, Albany Classic, Collie Crown, Vintage Stampede.
- 20.2 Each event will be scored, 10 points for first, 9 for second etc... regardless of the class of cars in each event (for log booked cars only).
- 20.3 Results calculated on total number of points scored in all events entered at each meeting with a minimum of three meetings to qualify for Championship.
Trophies will be awarded for each log book category with no capacity breaks.
- 20.4 Additionally if two drivers are entered per vehicle for any one meeting **NO** championship points will be issued.
- 20.5 The overall Club Champion will have accrued the highest score from all competitions.

21) HISTORIC RACING CAR CHAMPIONSHIP

- 21.1 Events
T.B.A.
- 21.2 Points scored on the basis of elapsed time for each event (regardless of whether the event was scratch or handicap). Points will be allocated on the basis of position relative to class and capacity breaks on the basis of 10 for first 9 for second etc....
Fastest qualifier will receive a further 2 points
Winner outright (on elapsed time) will receive an additional 3 points
- 21.3 Category champions will be awarded where there are one or more cars in category, capacity champions where 3 or more cars have competed in the category in the season.
- 21.4 Club Champion will have accrued the highest score from all competitions.

22) SPECIAL CONCESSION FOR MULTIPLE CARS BY ONE OWNER IN AN EVENT

- 22..1 A concession of 25% of the ENTRY FEE ONLY per car will be available to a MEMBER Competitor entering 3 or more cars in an event

R. Larkin Competition Secretary,

15/10/2010

