

VSCCWA Vintage Stampede
CAMS PERMIT NUMBER: 613/2411/01
SUPPLEMENTARY REGULATIONS
CHAPTER 1 - STANDARD REQUIREMENTS

1) EVENT TITLE, DATE AND VENUE

The event shall be known as the Vintage Stampede to be held on Sunday 24 November 2013 at Barbagallo Raceway Neerabup.

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), the Modern Regularity – Standing Regulations, the 5th Category Regulations, The Vintage Sports Car Club of WA 2013 Standing Regulations, (If you require a copy of the VSCC Standing Regulations Please contact the Entries Registrar or go to the VSCC web site www.vscywa.com.au) these Supplementary Regulations and any Further Regulations and instructions to competitors that may be issued.
- b) The events will be conducted in accordance with the CAMS Risk Management & Occupational Health and Safety Policies. These policies are available from the CAMS website (www.cams.com.au)
- c) The event shall be a Single Club Modern Regularity event, incorporating Historic Regularity activities, promoted and organised by the Vintage Sports Car Club of WA (Inc).

3) EVENT STAFF

Organising Committee: Craig Bradtke (Chair), Steve Boyle, Robyn Larkin, Paul Bartlett, Brad Peters
Stewards of the Meeting: Philip Bolden and William Richards
Clerk of Course: Graham Reed
Secretary of Meeting: Robyn Larkin
Event Admin: Lynn Oxwell
Chief Scrutineer: Tony Brett
Chief Timekeeper: Raymond Shaw

4) ENTRIES

- (a) **Opening date:** On publication of these Regulations
- (b) **Closing date:** Monday 28th October 2013
- (c) **Entry Fee:** \$165.00 including GST (+ \$20.00 if you don't have your own Dorian transmitter) payable to The Vintage Sports Car Club of WA (Inc). No monies will be refunded after the Monday prior to the event.
- (d) **Entry lodgement address:** VSCC Entries, PO Box 1097, HILLARYS, WA 6923
- (e) **Tax Invoice:** If you require a tax invoice, please contact Lynn Oxwell on 9401 1449
- (f) **Vehicle Eligibility:** Vehicles of CAMS 5TH Category Groups A,C,F,J,K,L,M,N,O,P,Q,R,S,T,U,V or invited cars complying with schedules A & B of the current CAMS manual.
- (g) **Number of Entries:** There will be a minimum of 90 entries for the event to proceed, and entries shall be limited to 200 accepted in order of receipt.
- (h) **Event cancellation:** Should the event be cancelled due to circumstances beyond our control, the club reserves the right to with hold a percentage of the refund to cover costs. The organisers reserve the right to refuse entry to any competitor in accordance with NCR 83 of the current CAMS Manual.

5) CIRCUIT(S)

- (a) Length: Long Circuit 2.415 kilometres. Short Circuit 1.76 kilometres
PLEASE NOTE: The short circuit will be used as decided by the organising committee for nominally J.K.L and S cars.
- (b) Direction: clockwise

6) OFFICIAL'S SIGN-ON AND OFFICIAL'S BRIEFING:

The Race Office opens at 0700 hrs for officials to sign on. Scrutineers sign on at the Scrutiny Bay at 0700 hrs. Officials must attend the Drivers Briefing.

7) MEMBERSHIP

All nominated drivers must be a member of the Vintage Sports Car Club of WA. Temporary membership is available to new members only and only available once a year.

8) LICENCE REQUIREMENTS

Competitors must hold the minimum of a CAMS Level 2S or 2SJ licence. Competitors may obtain a CAMS Level 2SE licence, available once per year, on the day. However, organisers must be given prior notice of your intention

9) VEHICLE SCRUTINY:

- a) All Entrants must present for scrutiny and all vehicles must be adequately muffled. Fuel must comply with Schedule G of the current CAMS Manual.
- b) All vehicles included in Modern Regularity events must comply with Schedules A & B of the Current CAMS Manual. Roll Over protection although not required, is strongly recommended.
- c) All vehicles in Historic Regularity events shall comply with the 5th Category Regulations.

i) City Competitors

Scrutiny will be held on **Saturday 16th November 2013** between 0800 and 1100 hrs.

Venue: Department of Transport, Licensing Centre, 21 Murray Road South, Welshpool

If a city competitor is unable to make scrutiny on the 16th November, there will be a \$50.00 to be paid to take part in country scrutiny.

Competitors will be advised of their individual scrutiny times.

ii) Country Competitors:

Albany & Bunbury competitors **Saturday 16th November** or as advised, at local venue (to be advised)
or

Country competitors' scrutiny will be held on **Sunday 24th November 2013** from 07:30 hrs. Venue:

Scrutiny Bay, Barbagallo Raceway Neerabup

- iii) **Audit Scrutiny** will be held at the venue from 7:30 am on **Sunday 24th November 2013** or at earlier times and venues as above

At scrutiny your helmet must be presented for inspection and approval. Apparel including helmet must comply with Schedule D of the current CAMS Manual. Your CAMS Licence, and log book (if issued) must be produced at scrutiny and on request during the meeting.

10) ELECTRONIC TIMING:

All vehicles will require a Dorian Data-1 timing transmitter to be fitted prior to the commencement of practice.

Competitors who do not have a transmitter will be issued one at the Timing Office. The mounting of the transmitter is the responsibility of the competitor and cable ties will be required. It is the responsibility of the competitor to cover any costs related to repairs and or replacement of the transmitter if lost or damaged. It is also the responsibility of the competitor to return the transmitter to the Timing Room at the end of your last event.

11) DRIVERS' & OFFICIALS' BRIEFING & DRIVERS SIGN-ON:

A compulsory Drivers' Briefing will be held at McCracken House on Sunday 24th November at 8.30 hrs. Drivers not attending the drivers briefing may be excluded from the event. All drivers must then meet with their Group Leader, sign-on, and receive their wrist band and event slip indicating your events, grid positions and allocated practice time.

12) PRACTICE/START TIMES:

Practice is compulsory. Cars will, as directed by the Clerk of Course, practice on Sunday 24th November 2013 scheduled to start at 0900hrs; events proper are scheduled to start at 1015hrs

13) START PROCEDURES - REGULARITY TRIALS

(a) Start Procedures

Competitors will be marshalled in the dummy grid (in pit lane) in the order of allocated lap times, fastest to slowest in your group. Upon direction the cars will enter circuit for a warm-up lap behind the Course car during which overtaking is prohibited. The grid formation must be held until you reach the Start/Finish line

The Course car will slow down turn lights off, and turn into the pit lane. The field of cars behind will continue to the Start/Finish line for a ROLLING start.

Timing will commence for each car as it crosses the start/finish line at the beginning of the trial period and will continue until the prescribed time, or number of laps for the last car is completed.

Each event will be a prescribed time, or a minimum of 4 timed laps based on the last car.

The activity shall continue until the end of the event is signalled by the waving of the chequered flag. Drivers are to then reduce speed and return to the pits as they come to the South ramp.

(b) Determination:

Entrants are asked to nominate a lap-time on the Entry Form. This time will be used with times from historical data to allocate a lap-time which will be printed on your Event Slip.

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. We need to observe new drivers and they need to understand how the event is run.

After practice you are to look at your time and if you wish to change it you must confer with your Group Leader who will in turn confer with the Clerk of the Course and Stewards to seek approval.

Drivers are reminded that this is a Regularity Trial and not a race.

Drivers not contesting the events in the appropriate manner may be black-flagged and may face further charges, as determined by the Clerk of Course & Stewards of the Meeting.

14) HISTORIC TEAM RELAY REGULARITY TRIALS.

The organisers may run up to two Team Relay Regularities for vehicles capable of running within a 130% speed differential of each other. All rules and penalties for Regularity as described in these Supplementary Regulations, the VSCCWA Standing Regulations 2013 and relevant CAMS NCRs apply to this event. Additionally, the following 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 by 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) Drivers will remain in their vehicles in full race kit at all times while in the 'hot' area.
- (g) 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.
- (h) Teams will have a designated pit area to be used for staging the Baton changeovers. These will be located along the centre of the dummy grid with each team's number denoting their position, with No1 at the pit exit end. Pit numbers corresponding with team numbers will be displayed on witches hats, and team cars awaiting baton change should park within the rectangle with the witches hat near their left rear wheel.
- (i) Each team may have **only one car in pit lane** at any one time, other than at Baton change.
- (j) At the Start the first stint cars will form up on the dummy grid in single file according to their team number. (No 1 at the front etc). The second stint cars should form up on the south ramp again in team order.
- (k) Start -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. 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 out-laps after changeovers and in-laps for changeovers will not be counted; only rolling laps completed start to finish on the track will count.

- (l) Once the first-stint cars are on the track, second stint cars may now enter pit lane, keeping as far left as possible and will form up in their pit area. Drivers must remain in their cars at all times while in the pit area. Beyond this each team will co-ordinate their own staging according to their chosen strategy. Cars in position on the south ramp will be directed by grid marshals when safe to enter the pits for staging.
- (m) 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 40kph speed while in pit lane 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 (when safe to do so) 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 marshals to exit the pits via the north ramp.

- (n) Team Managers may only signal circulating drivers to "come in". Signalling to speed up or slow down is strictly forbidden.
- (o) 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 via the south ramp.

Note: If the event is red flagged all cars must leave the track and enter pit lane via the south ramp and await instructions.

Penalties:

- 1) Dangerous driving in pit lane – immediate disqualification of Team
- 2) Exceeding or falling behind nominated time by more than 10% of nominated time - one lap subtracted from total, per offence
- 3) Failure to run minimum no of laps, or exceeding maximum number of laps per car - Reduction of Team laps by one lap per lap under, or addition of one Team lap per lap over.

Judges of Fact: Timekeepers and Clerks of Course

15) USE OF PROHIBITED SUBSTANCES

- a) 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).
- b) 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 apply.

16) PROTESTS

All protests must be made in accordance with Part XII of the current NCR.

17) EVENTS

The Organising Committee will group cars into appropriate Modern and Historic categories at the closure of entries. The Promoter will pay no prize money. A presentation may be made at the end of the day at McCracken House at approximately 4.45pm.

Robyn Larkin
Secretary of the Meeting