



HSRCA of NSW Inc

Presents the

All Historic

Winter Race Meeting

Proudly Supported by Shannons Insurance

Sydney Motorsport Park

Saturday 29th & Sunday 30th June 2013



General Supplementary Regulations

This will be a National Historic Race Meeting held under the International Sporting Code of the FIA, the National Competition Rules of Confederation of Australian Motor Sport Ltd. (CAMS), the Race Meeting Standing Regulations of CAMS, the regulations for 5th Category Historic Cars, these Supplementary Regulations and any further Regulations issued for the Meeting.

Permit No: XXX/YYYY/ZZ

1 Organiser: The event will be promoted and organised by the Historic Sports & Racing Car Association of NSW (HSRCA) Inc P O Box 5063, Turramurra South NSW 2074 Fax: 02-9988 4277 Email: members@hsrca.com.au . The Organising Committee is Noel Bryen, David Medley and Wes Dayton and all correspondence should be addressed to the above address.

2 Circuit: The Brabham Circuit at Sydney Motorsport Park is approximately 4.5 kilometres in length, hot mix bitumen surface and racing will be conducted in an anti-clockwise direction. This is the new extended circuit.

3 Entries: Drivers in races must hold the minimum of a CAMS Provisional Clubman Circuit Licence, whereas drivers in regularity must hold a CAMS Level 2S Licence or higher. All licences, including proof of current membership of a CAMS-affiliated car club, must be produced at the time the vehicle is examined. The Organisers reserve the right to refuse any entry without assigning a reason in accordance with NCR 83. Also, the Organisers reserve the right to refer to the Stewards of the Meeting, any competitor, or person associated with a competitor, failing to comply with the HSRCA's Code of Conduct (as published on the HSRCA website), or placing competitors at unnecessary risk or acting in an offensive manner, with a recommendation of exclusion from the meeting. The number of starters in each event will be decided by the Organisers and will not in any case exceed the maximum allowed track density.

Entries not accompanied by payment will not be processed. Relief Drivers will not be permitted at this meeting, however the Organisers reserve the option to allow drivers to change cars during the programme of events in accordance with NCR 143. Competitors from New Zealand may be eligible to enter under the Trans-Tasman Agreement.

Entries Open on 10th April 2013 and Entries Close on 9th June 2013

Address all entries to:

Secretary of the Meeting

P O Box 5063, Turramurra South NSW 2074

No responsibility will be accepted for entries sent to other than the address above. Entry cost for racing and regularity is \$415. Maximum number of entries is 600.

Refunds for cancelled entries will be made only on written application at least 7 days prior to the meeting and at the discretion of the organisers. All passes issued by the organisers must be returned with cancellation. The organisers reserve the right to retain a portion of the entry fee to cover processing costs. The organisers reserve the right to accept or reject entries in accordance with NCR 83.

Garages and Carports will be available. Garages are hired by car space – ie 2 spaces / garage at **\$135** each space and **carports** will be available at a cost of **\$100**. These spaces will be allocated in order of receipt of application, which must be accompanied by payment. Should you ask for a garage and be unsuccessful, you may automatically be allocated a carport space, the aim being to ensure that everyone that asks is under cover.

4 Private Practice & Track Familiarisation will be conducted by the ARDC on the Friday preceding the race meeting, and the relevant regulations and entry details can be completed at sign –on on the day.

5 Officials of the Meeting:

Clerk of the Course:

Terry Thompson

Secretary of the Meeting:

Robyn Bryen

Assistant Secretary

Noel Bryen

Chief Scrutineer:

Todd Hamilton

CAMS Stewards of the Meeting:

TBA via Further Regulations

Compliance Checker

Mark Alchin

6 Scrutiny: All cars must be scrutineered between Friday morning at Track & Familiarisation Day and official practice on the Saturday. Scrutineers will inspect cars at random in the pit area on the Sunday during the meeting. Scrutiny will take place as specified in the Acceptance Documentation and **the onus for presenting cars rests with each competitor**. Cars must be presented ready to compete, with competition numbers affixed. Targeted Scrutiny will also be in operation at this meeting.

7 Practice: Drivers are required to practise to qualify for this Meeting. The onus to participate in the official practise sessions on the Saturday at the times, which will be advised in the further regulations, rests with the individual competitor and any variation will only be permitted by the Clerk of the Course, at his discretion and in exceptional circumstances. **Note: Weaving across the track to warm up tyres during the opening lap of practice with other competitors in close proximity will be considered as blocking the following driver and will incur a penalty from the Clerk of Course.**

8 Judges: Starting/Finishing and Noise Judges shall be deemed to be Judges of Fact in respect to the performance of any act or omission by drivers, and the position of vehicles. Judges will be advised in Further Regulations.

9 Protests: Protests if any, must be lodged in accordance with Part XII of the N.C.R.

10 Insurance: Drivers, pit crew and officials are covered by Personal Accident Insurance under the terms of the CAMS National Insurance Scheme (see Appendix I, N.C.R.). Public risk Insurance has been effected for the Meeting. **It is the responsibility of the Competitor/Driver to confirm the names of the pit crew at the Scrutiny bay, prior to Scrutineering where they will be issued with a wrist band.**

11 Programme of Events: The Meeting will consist of a series of Scratch and Handicap Standing Start Races for cars complying with the 5th Category vehicle regulations as detailed in the Historic Section of the current CAMS Manual, and Regularity Trials for Vintage, PVT and selected Post War cars. Acceptance of entries shall be subject to there being sufficient entries to form a satisfactory grid within the framework of the programme. Events will commence at 0900 and finish at 1700 on both days.

12 Trophies: Will be awarded at the discretion of the organisers.

13 Helmets, Goggles, Clothing and Harness: All drivers must wear helmets, apparel and harness as per the CAMS requirements applicable to the Category and event that the driver and vehicle has entered. Goggles/visors complying with Schedule D must be worn at all times by the drivers of open cars. These articles must be submitted for approval with the car at scrutineering. Drivers MUST be fully dressed in protective clothing at the time of taking their cars to the marshalling area. Please refer to Schedule D & I in the General Requirements for Cars and Drivers of the CAMS Manual of Motor Sport, with special reference to Article 4.6 of Schedule D regarding pit crew. Pit crew must wear long trousers and appropriate footwear when in pit lane. No thongs will be permitted in pit lane. Shorts may be worn in the paddock area. Only pit crew properly attired and with the appropriate wristband will be allowed in pit lane.

14 Fuel: Leaded racing fuel will be available at the Circuit. All fuels must comply with Schedule G of the current CAMS Manual of Motor Sport. **Note: Vehicles are to be moved into the open air for refuelling.**

15 Noise: Competitors are reminded that during all sessions, all cars must be fitted with effective mufflers, which must be constructed so that the maximum noise emission of any vehicle on the track does not exceed 95dB(A) in the standard 30 metre run-by test. The Organisers will exclude any car (even though fitted with a muffler) if it is deemed by the Organisers to be excessively noisy.

16 Timing & Lap Scoring: These will be carried out by the Organisers and their officials, by electronic means to 1/100th of a second and this will be the official record of time and number of laps completed. All competitors are required to have a Dorian Timer. These can be hired from GP Timers. Call Belinda Manewell on 0412 070 774 for a booking.

17 Signs & Competition Numbers on Cars: Your attention is drawn to the provisions of the current CAMS Manual regarding both of the above. Compliance with these requirements will be checked during scrutineering and **any vehicle not complying will not be allowed to proceed to scrutineering** until compliance is achieved. This applies equally to Regularity cars.

18. Marshalling Area: Grid positions in the Marshalling Area for scratch races will be determined by the fastest lap time achieved by each competitor during official practice or the results of the preceding scratch event. The Marshalling Area will be closed prior to the race field coming under starters orders and the medical vehicle will follow the last car leaving the Marshalling Area to the starting grid. Cars wishing to start the event after the medical vehicle has departed and before the race field comes under starter's orders may be allowed to start from pit row after the total field has passed the pit row exit.

19. Grids: All groups will have progressive grids except for M&O Racing, which will have grids based on fastest time of the day.

20. Starting Procedures: All races will be started with lights. On the instruction of the official in the Marshalling area, cars will leave the Marshalling Area and proceed around the circuit for a warm-up lap, under no circumstances overtaking other competitors, before being gridded by officials on the starting grid in order of arrival. No grid positions are to be left vacant between cars – a fill-up grid will be used. The 30 second board will be shown by the starter prior to the traditional 5 second hand signal which precedes the illumination of the red lights. The race will commence when the red lights are extinguished between 3 and 5 seconds later.

21. Drivers' Briefing: Will be held on the Saturday morning. See Acceptance documentations for full details including time and location. **Attendance at this briefing is compulsory. All drivers will be required to sign on. Non-compliance may attract a fine unless negated by the Stewards of the meeting in exceptional circumstances. A separate Drivers' Briefing will be held for the Group S Endurance Race competitors.**

22. Red Flag: If a red flag is shown in an event, ***all cars are to return to their pit. The next scheduled event will then be held.*** The red flagged event will be re-run later in the programme if time permits. Any red flagged event will be restarted using the original grid sheet.

23. Black Flags & Bad Sportsmanship Flag: These two flags will be shown ***only to the offending car and those cars within the immediate group of the offending car.*** Time penalties for jumped start will similarly be notified ***only to the offending car and those cars in the immediate group of the offending car.***

24. Jumped Start: Drivers who move on the start line before the flag has dropped will be given a 5 second penalty if the judge of fact deems that the driver has gained an advantage by so doing. A board advising the application of the penalty will be shown to the driver, as per the conditions of Para 23 above. In Handicap event starts, the "Pole Handlers" will be additional judges of any Jumped Start.

25. Change of Driver: Change of Driver will be allowed under NCR 143 provided that the appropriate paperwork has been completed with the Event Secretary prior to the event.

26. Alcoholic Liquor: 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). The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.

27. Indemnification: If the competitor or driver of any car is under 18 years of age, a parent or guardian must sign the consent statement listed on the entry form.

28. Further Regulations: The Organisers reserve the right to issue Further Supplementary Regulations to competitors and drivers, and these shall be of the same effect as these Regulations. The Organisers also reserve the right to abandon, postpone or cancel the event subject to the conditions set down in NCR 59.

29. Handicap Races: These races will be handicapped by the HSRCA, having due regard to previous times set at this and other circuits and times set in official practise and any prior scratch race/s at this meeting. Competitors may be excluded if they break previous best lap time by more than two (2) seconds. Handicap races may not be held for all classes.

30. Admission: The basis of admission to the circuit will be by pass. Paddock passes will be issued to each competitor (4 per entry) and only pass holders may enter the paddock area.

31. Competitor Behaviour: CAMS, the Historic Commission and the HSRCA have become increasingly concerned at the attitude and behaviour of some competitors in Historic events, both on and off the track. Competitors are reminded of Race Meeting Standing Regulation 7 - Code of Driving Conduct and Section 8 article 2.1.3 – Driver Behaviour in the 2013 CAMS Manual of Motor Sport. Any competitor (or their pit crew) not exercising a sporting attitude within the spirit of Historic racing at this race meeting may be immediately excluded from the meeting by the Stewards as a result of action by the Clerk of the Course. Further, such competitors may not be invited to compete in future Historic race meetings conducted by the HSRCA. A report of any incident will also be forwarded to CAMS State and National offices and to other promoting clubs of Historic meetings for their information.

32. Cooling System Catch Tanks: Cars without cooling system catch tanks will be required to prove the vehicle is not using an inhibitor (such as Glycol) that would be slippery on the track.

33. Signalling: Up to two members from each vehicle continuing in the competition will be permitted in the signalling area but only when engaged in timing the vehicle and/or signalling to the driver of the vehicle. The signalling area is not to be used for spectating. See Section 13 of these Regulations for clothing requirements.

34. Parade and Demonstration: Time permitting, at lunchtime on Sunday a parade and/or demonstration of historically significant vehicles may be undertaken in accordance with CAMS Regulations for Demonstrations, Parades and other non-racing laps at Race Circuits.

Rules Governing Regularity Trials

1 The Trial: The maximum duration of the Trial shall be fifteen minutes. All complete laps shall be timed and counted in calculating the results.

2 Cars: Regularity cars must be presented substantially within period specification. See Article 2.3.4 of 5th Category – Historic Cars event regulations of the current CAMS Manual for details of acceptable cars.

3 Track Density: The Organisers shall set the maximum number of competing cars, in any one event. Track densities, as set out by CAMS shall not be exceeded.

4 Event: The event shall be a test of driving skill in maintaining regular lap times without the aid of mechanical or electronic devices for gauging speed. Having regard to lap times achieved during practice (which is compulsory) each competitor will nominate a lap time which he or she feels can be maintained throughout the Trial. No timing will take place until the competing car passes the Control Tower the first time after receiving the waved green “control” flag at the regularity starting point, situated between turns 9 and 10.

5 Nominated Time: Competitors must notify their target time *within one hour of the posting of results of practice.* Times may be changed after each event, and must be lodged *within one hour of the posting of results from the previous event* at the information desk on the ground floor of the Control Tower.

6 Minimum lap time: A minimum lap time will be imposed and enforced and nominated lap times will be examined. The Organisers reserve the right to increase nominated lap times at their sole discretion. See Point 31 of these regulations re competitor behaviour.

7 Starting: Competing cars shall follow the lead car from the dummy grid in single file around the full circuit until individually receiving the waved green "control" flag at the flag point situated between turns 9 and 10. No overtaking is permitted until each competitor passes the waved green "control" flag. Overtaking during the event must be carried out with care and consideration and with full observance of the NCRs as they apply to flag procedures.

8 Groups. If sufficient entries are received to warrant two Groups, then Group A will be for cars in the slower half of cars entered and Group B for cars within the faster half. This is based on safety and reduced speed differentials within each group. Previous times as shown on entry form will be considered as will Group indicated on entry form. However, both groups will be re-assessed after practice and any re-grouping will be advised individually to the affected competitors.

9 Results: Scoring will be one (1) point deducted for every tenth of a second in excess of the nominated time and two (2) points deducted for every tenth of a second below the nominated time for each lap.

10 Trophies: Trophies will be presented at the discretion of the Organisers.

11 Scrutiny: Cars will be inspected for safety and compliance with the spirit of the competition, at times nominated in the Further Regulations. Cars must have all sump plugs tightened in the presence of the Scrutineers or be wire locked in the tightened position and a Fire Extinguisher to AS1841 (except AS1841.2) of Min 0.9 Kg capacity must be securely fitted in the car as per Schedule H of the current CAMS Manual of Motor Sport.

12 Other Requirements: Drivers must wear helmets (and goggles with open face helmets) complying with Schedule D of CAMS Standard Requirements. Fire resistant clothing is not mandatory, but drivers must wear a minimum of woollen or cotton clothing covering the body from ankles to wrists and neck, and suitable appropriate footwear and **non-synthetic/non-flammable gloves**. Competitors must present a current membership card of a CAMS affiliated club and hold the minimum of a Level 2S CAMS competition licence. (Purchase of a CAMS Licence shall affect Personal Accident Insurance.) In addition, competitors not holding a Provisional Circuit licence or higher will require a HSRCA Regularity Licence. Vehicle logbooks are not mandatory, but where issued, must be presented at Scrutineering.

13 Numbers: Competition numbers must be of regulation size, type and location as per Schedule K of CAMS Standard Requirements. Compliance will be checked at Scrutineering.

Competitors are reminded that this is a Trial of regularity and not a race.

Drivers not contesting the event in the appropriate manner will be black-flagged.

Your willing compliance with the above points will ensure an enjoyable event, with the minimum of delay.

Thank you, - and we hope you have a great weekend