



**SUPPLEMENTARY REGULATIONS
BIANTE POWER FROM THE PAST
SYMMONS PLAINS RACEWAY
12 -13th APRIL 2008
CAMS PERMIT NO : 708/1304/01**

PART 1 ADMINISTRATION

1.1 EVENT TITLE, DATE AND VENUE

The event shall be known as BIANTE Power from the Past and will be conducted at Tasmania's Symmons Plains Raceway on 12-13th April 2008.

1.2 ORGANISATION AND STATUS

The event shall be held under the International Sporting Code of the (FIA), the National Competition Rules, the Race Meeting Standing Regulations and the regulations for 5th category – Historic Cars of the Confederation of Australian Motor Sport Ltd. (CAMS) Tasmanian Circuit Racing Regulations, Regulations for Non-Racing Events, Parades and Demonstrations, Historic Regularity 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 Polices, which can be found on the CAMS website at www.cams.com.au

1.2.1 The Promoter will be the Group C Touring Car Association Ltd, P.O. Box 25 Ermington .NSW 1700, Phone (02) 9638 1155, with the assistance of the MG Car Club of Tasmania Inc.

1.2.2 The event shall be a Multi Club Race Meeting.

1.3 ADMINISTRATION AND EVENT STAFF

1.3.2	Organising Committee	Robin Wilmot , Gillian McGuinness, Barry Thew, Ian Cowie, Terry Atkinson
1.3.3	Stewards of the Meeting	Charles Button, Randall Langdon, Kevin Burt
1.3.4	Event Secretaries	Gillian McGuinness, Bronwyn Zuber
1.3.5	Assistant Event Secretary	TBA
1.3.6	Clerk of Course	Terry Atkinson
1.3.7	Assistant Clerk of Course	Kevin Knight
1.3.8	Chief Scrutineer	Alan Hutton
1.3.9	Chief Time Keeper	Craig Wilson (Judge of Fact)
1.3.10	Chief Flag Marshall	Gai Weston
1.3.11	Chief Medical Officer	Dr Greg Booth
1.3.12	Compliance Checkers	Gillian McGuinness, Michael McGuinness
1.3.13	Starter	Craig Milich
1.3.14	Commentator	Andrew Stride

1.4

SPECIFIC INFORMATION

1.4.1 CIRCUIT INFORMATION

1.4.1.1	Length	2.41 kilometres	
1.4.1.2	Direction	Anticlockwise	
1.4.1.3	Track Density		32
1.4.1.4	Location	Approx. 32 Kilometres south of Launceston	

1.4.2 LICENCE REQUIREMENTS

Competitors in races must hold a current CAMS Provisional Circuit or Provisional Clubman Circuit Licence (Formally Level C3) or higher grade

Participants in P f t P " Past Master Laps', Past Blaster Hot Laps and or demonstrations must register on the day at the secretary's office for a CAMS L1 license at a cost of \$30 (incl. GST)

1.4.3 SCRUTINEERING and PRACTICE

1.4.3.1 PLEASE NOTE: Targeted Scrutiny will operate at this event. The NCR144 Declaration form must be completed and returned with the entry form. If your vehicle has not had a pre-race audit, please contact the CAMS State office for more information.

1.4.3.2 **Timed practice** will take place on Saturday morning only, and will be the sole qualifying basis for determining grid positions for all scratch races. The organisers reserve the right to vary, combine, or add to practice sessions, subject to the approval of the stewards. Each nominated driver must complete a minimum three (3) laps of practice

1.4.4 DOCUMENTATION

1.4.4.1 Place: Office located at Scrutineering enclosure

1.4.4.2 Time: **Saturday 12th April 2008 - 7.30 am**

1.4.5 DRIVERS BRIEFING

1.4.5.1 Place: Lower Ground, Telstra Building

1.4.5.2 Time: **Saturday 12th April - 8:30 am**

1.4.5.3 This Briefing is Compulsory; a fine will be issued for any driver who is not in attendance.

1.4.6 **OFFICIAL NOTICEBOARD** – Located in window at Race Information Office.

1.5 ENTRIES

1.5.1 Opening Date:

January 14th 2008

1.5.2 Closing Date:

March 14th 2008

1.5.3	Entry	Circuit Racing:	All competitors	\$250.00
	Fees:	Regularity	All Competitors	\$100.00
		Past Master /	All competitors	\$30
		Blaster Laps		
		Max. entries	200	

1.5.4 A competitor, who withdraws his entry prior to the close of entries date, will receive a full refund of entry fees paid to the organisers. Entries withdrawn after that date will be charged a fee of 50% of the entry fee. The Promoter reserves the right to refuse entry in accordance with NCR83.

PART 2 STANDARD REGULATIONS

2.1	<u>ELIGIBLE RACE VEHICLES</u>	Group C Touring Cars	Group A Touring Cars
		Improved Production	Group N Historic cars
		Historic Touring Cars	Historic Sports Cars

The organiser reserves the right to amalgamate categories or delete categories from the programme, depending on the number of entries, however compliance with the 130% rule will be used in determination of all entries.

2.2 FUEL

All categories are to use commercial fuel as defined in Schedule G in the current CAMS Manual.

NOTE: 100 Octane (AVGAS) FUEL WILL BE AVAILABLE AT THE TRACK

2.3 Tyres.

A tyre fitting service will be available in the garage /pit area on both days

2.3 DOCUMENTATION

All competitors or their nominated representative must attend documentation. Place and time of checking is advised in 1.4.4. Competitors and drivers must produce their Competition Licence, Vehicle Log Book and current Club Membership Card. Unless the Stewards of the Meeting have granted a waiver, those competitors and drivers who do not report for checking may not be authorised to participate in the Practice Sessions or Racing.

2.4 STARTING GRID (unless otherwise advised)

2.4.1 The grid shall be made up of two lines of cars arranged in order of the fastest times set by the cars during qualifying. If two or more cars achieve identical times, priority will be given to the one that achieved it first.

The car having obtained the fastest time in qualifying shall start from pole position, which is on the left side of the front row of the grid.

2.4.2 The position of any car unable to reach its allocated grid position after the warm-up lap shall be left vacant, the other cars maintaining their positions on the grid.

2.5 START (unless otherwise advised)

- 2.5.1 Cars will be directed onto the circuit from the dummy grid and complete one warm-up lap. During the warm-up lap all cars will remain in their respective positions and return to their allocated grid positions.

Cars must not slow or stop and accelerate markedly doing burn-outs practice starts while approaching grid places. When the first car lines up on the grid the starter will display the 30-second board. When the Starter is satisfied that all cars are correctly positioned he will indicate, by displaying the ten (10) second board, that there is approximately five (5) seconds before the red lights are switched on. At any moment after the red lights come on, but not less than four (4) seconds and not more than seven (7) seconds, the start of the race will be given by the extinguishing of the red lights.

If the lights are not functioning, the National Flag will be used, being raised at the 5 seconds mark; the race will start when the flag is lowered.

Any car experiencing difficulties during the warm-up lap may enter the pit lane instead of proceeding to the grid. This car may then start, but from the pit lane exit (having come under Starters orders) but only on the direction of an official, and after the rest of the field has passed the pit lane exit. Any driver not following the above starting procedure may be penalised by the addition of a 1-minute penalty, or may be excluded from the event as determined by the Stewards of the Meeting.

2.6 FINISH

The finish signal shall be given to the leading car as it has covered the required number of laps. Should the finish signal be inadvertently given before time, the race shall be considered terminated. Should the finish be given too late, the results shall be based on the positions held by the cars at the end of the required number of laps.

After receiving the chequered flag, drivers must reduce speed, maintain position and return to the paddock or parc ferme. They are not permitted to undertake any "burn-out" during their return to the paddock or parc ferme.

2.7 PARC FERME

If, at the conclusion of an event, a vehicle is required to enter parc ferme, it will be directed from the finish of that event to the parc ferme enclosure under the supervision of an official. The vehicle shall remain in parc ferme for at least 30 minutes after the posting of the provisional results or until the Stewards of the Meeting order its release. Competitors not complying with a lawful direction to place their vehicle in parc ferme may be excluded from the results of the Competition and may be subject to a Stewards Hearing.

2.8 PROTESTS AND APPEALS

Protests must be lodged in writing and handed directly to the Clerk of Course, or if this is not possible, to the Stewards of the Meeting, in accordance with Part xiii of the NCR and accompanied with the appropriate fee. Only the entrant or his appointed representative has the right to protest. The appeal procedure is conducted in accordance with Part xiii of the CAMS NCR. Competitors are advised that a Competition Relations Officer will be available to competitors

PART 3 GENERAL FURTHER REGULATIONS

3.1 ENTRIES / PAYMENTS

- 3.1.1 Entries / Payments (Cheque /Money Order) shall be acceptable only if addressed to:

**PRE EVENT SECRETARY
PO Box 25, Ermington NSW. 1700**

On the official entry form, fully completed and accompanied by the correct entry fee within the period specified.

3.2 TIMING AND LAP SCORING

- 3.2.1 The organisers use an automatic timing system that requires all cars to be fitted with a Data 1 transmitter. Competitors must provide the transmitter.
- 3.2.2 Transmitters are available from Dorian Industries, 53 Glenvale Road, Mulgrave, VIC, 3170.
- 3.2.3 Competitors are reminded it is their responsibility to advise the timekeepers of their **Dorian** transmitter **number** prior to entering the track. Anyone entering the track without advising the time keepers of their Dorian transmitter number will not be timed for that session.

3.3 RACING NUMBERS

- 3.3.1 Race numbers, advertising signs and functioning timing transmitters must be in position on the car before scrutineering. No car may participate in any practice session unless it has passed a safety check by the Scrutineers.
- 3.3.2 Any car, which, after approval, is dismantled or modified in any way, which might affect its safety, category eligibility, or is involved in an incident that results in damage to the vehicle, must be re-examined by the Scrutineers.
- 3.3.3 Any car or driver may be prohibited from practice or the race for safety reasons.
- 3.3.4 The Clerk of Course may require any car involved in an accident to be stopped and checked during any race.
- 3.3.5

3.4 RACE REGULATIONS

3.4.1 Pit Area

- 3.4.1.1 The general area of the Pit Area is located on outside of the racing circuit at the western side of the property.
- 3.4.1.2 **Fire Protection**
Smoking or any naked flame is prohibited in the pit lane area and on the pit apron at all times during competition.
- 3.4.1.3 Entrants are reminded that no equipment of any description is permitted on the pit apron during the running of the event other than when the car is stopped at its designated pit. Minor repairs, tyre changes, brake adjustments etc. may be carried out on the pit apron, but only inside the white lines.
- 3.4.1.4 Any person entering the pit lane must have the appropriate pass and must be attired in accordance with Article 3 (iii) of Schedule D of the 2007 CAMS Manual of Motor Sport.

3.4.2 Pit Signals

- 3.4.2.1 No equipment is to be placed on the pit wall during practice or racing.
- 3.4.2.2 Only two (2) persons per competing car plus essential race officials during racing and practice may be at the pit wall.
- 3.4.2.3 During the start of any race only race officials and authorised media persons are permitted at the signalling wall.

3.4.3 Pit Lane

The Pit Lane is divided into two lanes. The lane nearest the track (left) is the through lane and is subject to a maximum speed of **40** kph. The lane nearest the paddock (right) is for working on vehicles. Cars must exit their pit and merge into the through lane, taking care not to interfere with competitors already in the lane. It is the responsibility of the team manager to hold their car until it is safe to move from the pits when a car returns to its pit; it must stop in its designated pit area. There must be sufficient room for the pit crew to work on the car without traversing into the other lane. This is paramount for the safety of the pit crew. The safety of the pit stop process is the responsibility of the entrant. Competitors must not paint lines on any part of the pit lane. No person under the age of 16 years will be permitted in pit lane.

3.4.4 Entering the Paddock Area

- 3.4.4.1 **Practice:** the chequered flag will conclude each practice session. All cars will complete a slow down lap and must return to the paddock via the pit entry road.
- 3.4.4.2 **Race:** During the race, cars that have retired must enter the paddock area through the pit entry road.

3.4.5 Mufflers

All vehicles must be fitted with an effective muffler that diminishes the sound of the engine exhaust. The maximum noise emitted by the car must not exceed 95dBa measured at 30 metres from the track using approved measuring equipment. Competitors are reminded that irrespective that the car is fitted with a muffler, the Clerk of Course, may at his sole discretion; prohibit that car from participating if the level of noise is considered to be unsatisfactory.

3.4.6 Carport & Paddock Allocation

Garages at Symmons Plains Raceway will be allocated at this meeting by the organisers. The 32 garages will be used to house 64 cars. The paddock area is located on the western side of Symmons Plains Raceway and will be shared usage for display/ race cars.

3.4.7 Private Practice

Competitors should be aware that private practice is available to Interstate entrants on the afternoon of Friday 11th April 2008, to arrange this private practice contact Barry Thew on 0412 703 635

3.4.8 **CAMS Alcohol / Anti-Doping Policy**

During any competition, 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. In addition, the persons concerned will be subject to the Articles of the Procedure for Alcohol Testing and CAMS Drugs in Sport Policy. Competitors, crews 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.

3.4.9 **PAST BLASTERS AND PAST MASTER HOT LAP DEMONSTRATIONS**

There will be demonstrations at the event to be known as Past Blasters for invited Historic Cars and Past Master Hot Laps sessions for genuine race cars and significant road cars. These demonstrations will be held under the CAMS regulations for demonstrations, parades and other non racing laps at race circuits, a summary of which is detailed below.

3.4.10 **DEMONSTRATIONS on a Closed Track**

- * A display of vehicles aimed at demonstrating the vehicles at speed , this being restricted to approximately 75% of the vehicle and driver's potential.
- * No passengers are permitted during demonstrations.
- * A demonstration may be over a number of laps or for a period of time (to be advised in the event further regulations)
- * Drivers must wear an approved driving suit and an appropriate helmet
- * Parades comprised of more than five vehicles must be led by a Course Car which must not be passed by any other vehicle, unless this requirement is specifically waived by CAMS. The number of parade vehicles on the track at any one time shall not exceed 50 automobiles.
- * Passing of demonstration vehicles by others is permitted where marshals have shown the blue flag to the vehicle being passed.
- Timing is not allowed
- Presentations based on performance or aimed at presenting the image of a race are not permitted.
- Participants in the Past Blasters must hold a minimum of a CAMS L1 license.
- Participants in the Past Masters Hot Laps sessions must register on the day at the secretary's office for a CAMS L1 license at a cost of \$30 (inc GST)

3.5 **Schedule of Events**

The Schedule of Events will be advised in the Further Regulations following closure and acceptance of entries.

3.5.1 **Competitors Passes**

Passes will be issued to the entrant on acceptance of entry and consist of 1 x Driver and 3 x crew together with a tender pass for tow vehicle. Additional entry passes will be available on request at a discounted rate of \$20 each, by contacting ...Pre Event Secretary on 0412 703 635

No refunds will be given if drivers and pit crew have to pay at the gates because they have not received their passes from the competitor

3.6 **Insurance**

Insurance will be provided in accordance with Appendix I of the CAMS Manual.

3.7 **Protests**

Protests, if any, must be lodged in accordance with Part XII of the CAMS Manual.

3.8 **Cancellation**

The Promoter reserves the right to cancel, postpone or abandon the event in accordance with NCR59.

4.0 REGULARITY

Regularity events are a competitive, non-aggressive form of motor sport.

A CAMS Log Book is not required for Regularity.

Results are based on consistency, not outright speed. It is not a race. Competitors are asked to nominate a lap time following their qualifying session. The aim is to lap as close to that nominated time as possible. Organisers have the right to refuse to accept a nominated time if it seems unreasonable. In such cases the competitor will be required to nominate another lap time

Regularity events are open to historic vehicles complying with Group Jb, Kb, Lc, Nc, Sa, Sb, Sc. Group M, O, Q Historic Sports Cars Only but cars in classes Jb, Kb and Cc must have mud guards (cycle guards acceptable). Any vehicle entered for Regularity events that does not apply with the above will need approval from the Eligibility Officer of the Historic Committee to compete. Any competitor whose entry is refused on eligibility grounds will receive a full refund of the entry fee.

The organisers will set minimum and maximum lap times which will have a maximum lap time variation of 130%. For each lap on which the competitor records a lap time less than their nominated time a penalty of two (2) points per second shall apply. For each lap greater than their nominated lap time, a penalty of one (1) point per second shall apply. The winner is the competitor who has completed the required number of laps and has accrued the least penalty points.

Fire resistant clothing as detailed in Schedule D – Apparel (refer Section 6) of the CAMS manual, is recommended but drivers must wear a minimum of cotton “boiler suit/coveralls”, covering the body from ankles to wrists and neck, plus suitable and appropriate footwear, which does not have synthetic materials in the upper part. If drivers have racing overalls they are encouraged to wear them.