



Porsche Club

V i c t o r i a



PCV Phillip Island Anniversary Regularity – 13th September 2015 SUPPLEMENTARY REGULATIONS

Permit Number
315/1309/02

Event Promoter/Organiser: Porsche Club of Victoria Inc. PO Box 911 Kew Vic 3101

Event Directors:	Tony Carolan (0411 743 339)
Event Secretary:	Peter Harrison
Clerk of Course:	Will Darvall
Assistant Clerk of Course:	Andrew Bonwick
Stewards:	Chief: Mark Horton-Andrews, 2nd John Baker, 3rd Bill Bennett
Chief Scrutineer:	Michael O'Brien
Timing:	Melissa Hatton- Timetronics
Compliance Checker:	Andrew Bonwick

Timetable:

Drivers present time nomination forms	1.45am
Compulsory Drivers' Briefing	3.00 pm
Grid up in Marshaling Area	4.00pm
Leave Marshaling Area behind Safety Car, on a sighting lap and a warm up lap.	4.05pm
Safety Car leaves the track on the second lap.	
First car passes Control Line (Start/Finish)	4.15pm
Event finishes 30 mins after the start.	4.45pm

1. **Authority** The events will be a single Club Regularity Event conducted at Phillip Island, held under the International Sporting Code of the F.I.A., the National Competition Rules (NCR) of the Confederation of Australian Motor Sport, Ltd. (CAMS), the Modern Regularity Standing 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 Policies, which can be found on the CAMS website at www.cams.com.au 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.

Event Organisers reserve the right to cancel, abandon or postpone the event in accordance with NCR 59 of the current CAMS Manual.

2. Entries

- a. Entries will open on the publishing of these regulations and close on Friday 11 September.
- b. The organising committee reserves the right to refuse an entry without explanation.
- c. The first 45 drivers will be accepted in order of receipt
- d. Entry fee is \$90 and is to be paid on entry.

- e. Entrants must produce their current CAMS Licence minimum L2S and Vehicle Log Books (if issued) at Registration.
- f. Entries will be accepted on the PCV online Kiosk for PCV Members.
- g. Entries may be refused in accordance with NCR 83 of the current CAMS Manual.

3. Vehicles

- a. Cars presented to the scrutineer not ready for competition will be denied entry to the event. CAMS Logbooks (if issued) must be presented at Scrutiny.
- b. Cars scrutineered as part of the PCV Sprint held earlier in the day will not be subject to additional scrutiny.
- c. Cars must comply with Schedules A and B of the current CAMS Manual of Motor Sport.
- d. Tyres must be roadworthy and comply with the current CAMS Manual of Motor Sport, Schedule E - Wheel and Tyres, Clause 3 - Wet Weather Tyres.
- e. Any cameras in cars must be in the cars when scrutineered and be passed by the scrutineers. There will be NO external cameras attached to cars.
- f. Open wheeled vehicles will not be permitted in the event.
- g. Timing equipment in the vehicle instrumentation or mounted in the vehicle must be obscured by race tape.

4. Apparel

Apparel, including helmets, shall comply with Schedule D of the current CAMS Manual.

5. Event

- a. The Event will be a Regularity Trial held over 1 hour. b. Drivers must obey flag and board signals.
- c. Protests, if any, must be submitted in writing to the Stewards or Clerk of Course in accordance with Part XII of the CAMS Manual.
- d. Results posted on the day are provisional only and are subject to further checking.
- e. Drivers are reminded that refuelling is not allowed on the pit lane or in the garages. All refuelling must be conducted out on the paddock at the rear of the pits. Refuelling must be supervised by an attendant with clear access to a fire extinguisher.
- f. The maximum noise limit for the event is not to exceed 95db(A) as measured 30 metres from the edge of the circuit on equipment provided by the circuit. After the first exceedance the vehicle must be modified before returning to the circuit. Any subsequent exceedance will be cause for exclusion of that vehicle.
- g. Vehicles will not be permitted on the circuit after 5.00pm and must have vacated the complex by 6.00pm.

6. Timing

Timing will be electronic, using a Dorian transmitter in each car. It is the responsibility of each competitor to arrange for their own transmitter to be in the car at all times it is on the track. Each driver must have their own transmitter. If the car is shared, the transmitter must be changed for each driver.

7. Drivers' Briefing

A compulsory drivers' briefing will be held at 3.00pm near the kiosk. Any driver not attending may be excluded from the Event unless approved by the Stewards of the Meeting in exceptional circumstances, or unless prior approval is gained from the Clerk of Course. Drivers will be required to sign an attendance sheet at the briefing.

8. Scoring

- a. The Scoring System is designed so that the car with the highest Percentage Factor of achieved Laps to Goal Laps wins the event. The following is an explanation on how this Percentage Factor is arrived at, and a description of the variables that make up the calculation.
- b. Drivers are to complete the Competitor's Lap Time Nomination Form and submit it to the Event Secretary in the office at the control tower by 1.45am on Sunday at the latest.

- c. All nominated lap times will be displayed at the bottom of the control tower by 2.15pm after they have been recorded in the timing system. It is the responsibility of the drivers to check that their times have been displayed correctly.
- d. All timing and lap scoring will be done from the start/finish line.
- e. **Base Laps** A Base Lap is accrued when a driver completes a lap of the circuit as measured from the timing mark at the start-finish line. The Team's Base Laps are the sum of the individual driver's Base Laps.
- f. **Broken Laps** A Broken Lap occurs when the driver completes a lap faster than their nominated lap time. It is shown on the printout as e.g. 1:47.66- known as "breaking out". Using this example, the driver has effectively wasted 1:47.66 minutes in not accruing any laps for their team.
- g. **Bonus Laps** A Bonus Lap is reward for maintaining regularity and is awarded when the driver completes a lap within + 0.99 seconds of their nominated lap time. It is shown on the print out as e.g. 1:48.48+.
- h. **Penalty Laps** Penalty Laps may be imposed by the Clerk of Course for infringements of these regulations – refer to Clause 10 (below).
- j. For each driver, 1800 seconds is divided by that drivers' nominated lap time (in seconds), to give a theoretical maximum number of laps that could have been achieved by that driver. These theoretical maximum number of laps is then doubled (to take into account "Bonus Laps") to arrive at "Goal Laps".
- k. The result will be determined as the sum of Base Laps, Changeover Laps and Bonus Laps for the driver, less any Penalty Laps, divided by the calculated Goal Laps, expressed as a percentage, with the highest percentage being the winner. Trophies will be awarded to the drivers that finish 1st, 2nd & 3rd.

9. Penalties

- a. The Clerk of Course may refer any competitor or driver to the Stewards of the Meeting, and recommend a penalty up to exclusion, any driver who:
 - i. After leaving the circuit, rejoins the circuit at a speed considered dangerous to themselves, to any other competitor or to any official.
 - ii. Is observed driving in a manner dangerous to either themselves or other competitors.
 - iii. Disobeys the direction of any official.
 - iv. Exceeds 10 km/h in the paddock/pits area.
 - v. Passing under "yellow flag" conditions.
 - vi. Ignores "black flag" instructions.
 - vii. Failing to have a correct Competition Number or Dorian fitted to the car while on the track.
- b. The Clerk of Course may apply a 1 lap penalty for the following infringements
 - i. Exceeding 40 km/h pit lane speed.
 - ii. Not obey the pit lane instructions from an official.
 - iii. Passing under yellow flag conditions
 - iv. Vehicles going faster than the minimum lap time (XX seconds).
- c. The Clerk of Course may refer to the Stewards of the Meeting, and recommend a penalty up to exclusion for, any driver:
 - i. Found to be accessing lap time information via ANY method (whether actively or passively)
 - ii. Found to have allowed an incorrect driver/car/Dorian combination or incorrect driver/car number combination to enter the track at any time during the event.
- d. Drivers will be notified as soon as practicable when one of their drivers has incurred one of the automatic 1 lap penalty infringements.

10. Conscience clause

The Regularity Relay is run under club level conditions therefore the organizers entrust that all drivers compete under fair and even competition spirit. Any driver found to be competing in an unsportsmanlike manner or cheating in whatever way, especially via in and out of car timing and communications then the driver will be immediately disqualified and excluded by the Clerk of Course.

11. Event procedure.

- a. Starting grid positions will be available at YY pm on at the Tower.
- b. The Event will continue until 30 minutes have elapsed or the Clerk of Course, in his opinion stops the Event for safety or other reason.
- c. When the 30 minutes have elapsed the chequered flag will be shown and all cars will exit the track via the pit entry at Turn 4.
- d. If the Clerk of Course requires a full-course yellow flag condition, the safety car will enter the circuit. When the course is clear, the flag points will show full course green. Once the safety car crosses Lukey Hights it will extinguish its flashing lights and exit at the pit lane entrance prior to Turn 12. The competitors will continue on to cross the control (start/finish) line. **NO PASSING OR OVERLAPPING IS ALLOWED UNTIL YOUR CAR HAS PASSED THE CONTROL (Start/Finish) LINE.**
- e. Results will be calculated in accordance with the published formula, and will be available from the Race Administration Office soon after the Event is completed. The winner will be the driver with the highest Goal Lap percentage as per the regulations.
- f. If the safety car is on the circuit, all drivers must form up behind the safety car. Maximum distance between cars to be 5 car lengths. No overtaking will be allowed. Exiting at the pits is permitted.
- h. In the event of a vehicle stopping on the circuit, either through mechanical issues or damage, the driver is to exit the vehicle, cross the guard rail and indicate they are OK to the nearest flag point. The flag point will then report to the Clerk of Course. The disabled vehicle cannot re enter the track under its own power. It must be either towed or escorted to the Pits by a rescue vehicle and inspected by the scrutineer before it can return to the event.
- i. The Safety Car will be activated if there is a need to bring the field vehicles under control for safety reasons. When the safety car is deployed, waved yellow flags and SC boards will be displayed at each flag point. At this signal, ALL vehicles must slow down, create a single file and move up behind the Safety Car, which will be waiting at approx 0.5 flag point (in front of the start finish bridge). Drivers are asked to be following the direction of the Safety Car at all times, example; if the Safety Car moves to drivers left, then cars on the tracks should moves to drivers left. Please understand that driver behaviour will be observed closely at this time and heavy penalties apply to any driver/team deemed to be driving in an unsafe manner.
- j. When the clerk of course deems the track safe, the Safety car will turn its lights off no later than Lukey Hights and accelerate away from the field. Drivers are to continue in single file until they reach the control line (start/finish line) where the green flag will be shown and the SC signs removed. No cars should overtake until they have passed the control line. All laps conducted under Safety car will count towards your results.
- k. In the event of a serious incident which blocks the track or makes proceeding dangerous for recovery crews, the Red Flag may be shown at all flag points. If this happens, all competitors will stop behind the Safety Car on the main straight and wait for instructions. We will endeavour to keep drivers up to date with the length of time delay etc., however pit crew are NOT to enter the track to attend to their car. If on showing of the Red flag, drivers wish to enter the pits and restart at the rear of the field on restart, they may choose to do so but once stopped on the main straight, they may not move until the Safety Car restarts.

12. Driver Conduct

- a. If it is deemed that drivers are “racing” each other, then they will be shown the Black flag and a penalty imposed, ranging from a pit lane drive through to exclusion from the Event.
- b. It is the responsibility of all competitors on the track to give each other competition room.
- c. Competitors are reminded that it is the responsibility of the driver making a passing move to do so safely, and we also remind the driver being overtaken that it is their responsibility to not change direction mid corner. It is strongly recommended that in this type of Event the overtaking is done in a straight line.
- d. If a driver has contact with another car or object, it must be taken to the chief scrutineer before being allowed to re-enter the track.

13. 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.

14. END