



SANDOWN 360 REGULARITY 2 – 3 April 2022 **SUPPLEMENTARY REGULATIONS**

Permit Number **322/0304/01**

Event Director:	Andrew Smith (0407 544 751)	
Clerk of the Course:	Andrew Bonwick	ID # 1024320
Deputy Clerks of the Course:	Andrew Ingram	ID # 1134010
	Brett Stephens	ID #1124467
Event Secretary:	Andrew Bonwick	
Stewards:	Chief	ID # TBA
	2nd Gordon Johnstone	ID # 9900545
	3rd	ID # TBA
Scrutineer:	Chief	ID # TBA
Timing:	Kristy Roberts	ID # 1052528
COVID-19 Event Checker		

Timetable:

Wednesday 23 March 2022 – optional online question and answer session

Tuesday 29 March 2022 – 6pm Managers Conference Call

- Briefing on Team packs
- Briefing on Run of Day
- Changes from 2021 Regulations
- Questions

Wednesday 30 March 2022 – 6pm Drivers Conference Call

- Briefing on Run of Day
- Changes from 2021 Regulations
- Questions

Friday 1 April 2022

Online lodgement of **Nominated Time** 5:00pm

Saturday 2 April 2022

Scrutineering: Carports at Northern end of Paddock 1:00pm – 4:00pm

Compulsory Drivers' Briefing Update in garages 48-50

(only for drivers using practice time) 2.45pm

1st Practice/Qualifying 3.30 - 4.30pm

Sunday 3 April 2022

Scrutineering: Car ports at Northern end of Paddock 7.30am – 11.00am

Compulsory Officials' Briefing in garages 48-50 7.45am

Compulsory Managers and Drivers' update in garages 48-508.15 am

Modify 'Nominated Time' Closes 9:00am

Pit Lane open for 2 nd Practice and Qualifying	9.05am
2 nd Practice /Qualifying finishes	9:45am
Grid up in Marshalling Area	10:00am
Leave Marshalling Area behind Safety Car, on Sighting lap and warm up lap.	10:20am
Safety Car leaves the track on the second lap (subject to COC instruction)	
First car passes Control Line (Start/Finish)	10:30am (approximately)
Event finishes Six (6) hours after start.	4:30pm

1 Authority

The event will be a **Multi-Club Regularity** Event conducted at Sandown FIA International Sporting Code including Appendices and the National Competition Rules (NCR), the 2021 National Competition Rules (NCR) of Motorsport Australia, the (Speed) Regularity Trials Standing Regulations, these Supplementary Regulations and any Further Regulations which may be issued.

The Event is to be held in accordance with Motorsport Australia OH&S, Safety 1st, Integrity and Legal, and Risk Management Policies, which can be found on the Motorsport Australia website at www.motorsport.org.au.

Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au.

Event Organisers reserve the right to cancel or postpone the event in accordance with the NCR's of the current Motorsport Australia Manual.

2 Entries

- a. Entries will open on publication of these Regulations and close on 25 March 2022.
- b. A team will consist of a minimum of 4 up to a maximum of 6 drivers (5 plus is recommended).
- c. The first 35 teams will be accepted in order of receipt.
- d. If a driver cannot form a team, they may be allocated to a team which is not fully subscribed, contact administrator@pcv.com.au.
- e. Entry fee is \$1600 per Team prior to 10 February 2022, \$1900 prior to 20 March 2022 and \$2100 from then to 29 March. Entry fees for entries before 10 February are to be paid as \$500 deposit on entry and the balance before 10 February, and in full on entry after that date.
- f. Entrants must produce their Motorsport Australia Affiliated Car Club Membership card and current Motorsport Australia Licence Speed or higher and Vehicle Log Books (if issued) at Registration.
- g. Entries will be accepted on the PCV online Kiosk (pcv.com.au).
- h. Entries may be refused in accordance with NCR's of the current Motorsport Australia Manual.

3 Vehicles

- a. Cars presented to the scrutineer not ready for competition will be denied entry to the event. Motorsport Australia Logbooks (if issued) must be presented at Scrutiny. The Promotor's

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- Banner as provided with the Registration Pack must be on the vehicle for the vehicle to pass scrutiny.
- b. Cars must comply with Schedules A and B of the current Motorsport Australia Manual Technical Appendix.
 - c. Tyres:
 - (i) Subject to Sup-regulation (ii), tyres must be roadworthy and comply with Schedule E - Wheel and Tyres, Clause 3 - Wet Weather Tyres of the current Motorsport Australia Manual Technical Appendix.
 - (ii) Slick tyres are permitted on Motorsport Australia log-booked vehicles. Should adverse weather conditions apply, and a wet track is declared, wet weather tyres will be required.
 - d. Any cameras in cars must be in the cars when scrutineered and be passed by the scrutineers. Cameras must be secured according to Motorsport Australia requirements. There must not be ANY external cameras attached to cars.
 - e. Open wheeled vehicles will not be permitted in the event.
 - f. Race engines are not to be run before 9am or after 5pm.
 - g. All teams will be allocated numbers and it is the teams responsibility to source and apply numbers to their cars.
 - h. The numbers must comply with Schedule K of the current Motorsport Australia Manual Technical Appendix.
 - i. Timing equipment in the vehicle instrumentation or mounted in the vehicle must be obscured by race tape.
 - j. Trailers and support vehicles not immediately required for the event are to be parked at the rear fence of the paddock, or preferably in the grassed area outside the paddock.

4 Apparel

- a. Apparel, including helmets, shall comply with Schedule D of the current Motorsport Australia Manual.
- b. Pit wall crew must not wear red or yellow apparel, and must not use umbrellas, tents or temporary shelters.
- c. Pit wall crew must wear wrist to ankle non-flammable apparel.

5 Event

- a. The Event will be a Regularity Trial held over six (6) hours.
- b. Drivers must be familiar with the event type and have competed at 1 event in the preceding 12 months, plus 2 additional Club events one of which must be at either Sandown or Phillip Island. This may be waved on a case by case basis on application to the Organising Committee.
- c. Drivers must obey flag and board signals.
- d. Protests, if any, must be submitted in writing to the Stewards or Clerk of the Course in accordance with the NCR's of the Motorsport Australia Manual.
- e. Results posted on the day are provisional only and are subject to further checking.
- f. The maximum noise is not to exceed 75db(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.

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- g. Vehicles will not be permitted on the circuit after 5.00pm and must have vacated the complex by 6.00pm.
 - h. The Clerk of the Course will be the Judge of Fact on all facts related to the Event.

6 Communications

- a. The only “team to car” communication allowed will be by way of hand-held boards displayed from the fence between the pit lane and pit straight Armco in front of their garage. Pit boards cannot display numbers during either practice or the regularity sessions. No other type of communication, telemetry, telecommunication, GPS or personal timing devices will be allowed.
- b. Teams may signal from the opening of their nominated garage, or from the fence between the pit lane and pit straight Armco in front of their garage. No signalling is permitted from other areas of the pit lane, and no ladders or steps are permitted.
- c. Pit Boards
 - i. must not be larger than 750mm on any side, and round Pit Boards are not permitted.
 - ii. Must not have a red or yellow background (to avoid confusion with flags)
- d. The pit fence crew is restricted to 2 persons at a time per team, who must have signed on as pit crew and have received and are wearing a wrist band.
- e. The only radio communication allowed at the Event will be that used by Event officials.

7 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 on 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.

8 Drivers’ Briefing

A compulsory drivers’ teleconference will be held on 30 March and an update will be held at 8.15am on Sunday. 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 the Course.

9 Scoring

- a. The Scoring System is designed so that the team with the lowest aggregate points wins the event.
- b. Team Managers are to complete the Competitor’s Lap Time Nomination Form (included in Team Manager’s Kit) including the nomination of a ‘starting driver/car’ and Email it to the Event Secretary before 6pm Friday 1st April. All Nominated Times will be emailed to Team Managers on Saturday for checking.
- c. Teams will have an opportunity to modify these times if submitted to the Clerk of the Course prior to 9am on Sunday 3rd April (the day of the event).
- d. All Nominated Times will be displayed at the bottom of the control tower by 9:30am on Sunday 3 April. It is the responsibility of the teams to check that their times have been displayed correctly.
- e. All timing and lap scoring will be done from the start/finish line.
- f. Teams and drivers will commence the event with zero points.

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- g. Drivers will be awarded 1 point for each 0.1 seconds their time exceeds their nomination.
 - h. Drivers will be awarded 2 points for each 0.1 seconds their time is less than their nomination.
 - i. The points for any lap will be capped at 30.
 - j. Safety Car laps will attract no points.
 - k. A team must have been on-track continuously throughout the Sunday (changeover is taken to be on-track for this purpose) to be eligible for a trophy for a place in the event.
 - l. The result will be determined as the sum of the points for the drivers in a team divided by the sum of completed laps, with the lowest aggregate points including penalties per lap being the winner. Trophies will be awarded to the teams that finish 1st, 2nd & 3rd.

10 Penalties

- a. The Clerk of the 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 or in a manner 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. Failing to respond to a “red flag”
 - vii. Ignores “black flag” instructions.
 - viii. Failing to have a correct Competition Number or Dorian fitted to the car while on the track.
- b. The Clerk of the Course may apply a 30-point penalty for the following infringements
 - i. Exceeding 40 km/h pit lane speed.
 - ii. Not obeying the pit lane instructions from an official.
 - iii. Exceeding 2 team members and/or pit crew on the pit lane wall.
 - iv. Passing under yellow flag conditions.
 - v. Passing or overlapping under safety car conditions before start finish line.
 - vi. Presenting a car to Scrutineering without the Team Sash
 - vii. Drivers observed braking on the front straight approaching the start finish line
 - viii. Vehicles going faster than the minimum lap time (85 seconds).
 - ix. Unsafe release from the garages into pit lane.
 - x. Failure to comply with Refuelling Regulation in paragraph 16.
 - xi. Failure to display Promotor’s banner on windscreen (per session).
- c. The Clerk of the Course may refer to the Stewards of the Meeting, and recommend a penalty up to exclusion, any team:
 - i. Found to be providing lap time information via ANY method (whether actively or passively) other than by an acceptable pit board
 - 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.
 - iii. Exceeding maximum number of team members on the pit lane wall.
- d. Team Managers will be notified as soon as practicable when one of their drivers has incurred one of the automatic 30-point penalty infringements.

11 Conscience clause

The Sandown 360 Regularity Relay is run under club level conditions therefore the organizers entrust that all teams compete under fair and even competition spirit. Any driver or team found to be competing in an unsportsmanlike manner or cheating in any way, especially via in and out of car timing and communications (except with pit board from pit lane), then the whole team will be immediately disqualified and excluded by the Clerk of the Course.

12 Event procedure.

- a. Each Team must nominate a lap time to the Clerk of the Course by email by 6pm on Friday 9th April. Teams must also nominate their starting driver at this time. No time shall be less than 1 minute 25 seconds, nor longer than 1 minutes 55 seconds unless these times are varied on the day by way of a Bulletin.
- b. Starting grid positions will be available from 9:45 am at the Race Office at the base of the Tower.
- c. Each driver must complete a minimum of 30 minutes driving time and a maximum of 100 minutes driving time on the Sunday. A driver cannot drive for more than 45 minutes in one stint for safety reasons and must have a 20 minute break between stints. The Clerk of the Course may vary these limits upon application from the team manager at their absolute and sole discretion.
- d. The Event will continue until six hours have elapsed or the Clerk of the Course, in their opinion stops the Event for safety or other reason.
- e. Results will be calculated and announced after the Event is completed.
- f. 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 the Course. The team manager or their representative is to then report to the Event Office at the base of the Control Tower for a replacement sash. Once the replacement sash has been attached to a team vehicle it can then move down pit lane and enter the circuit. The disabled vehicle must not 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. The original sash must be returned to the Control Tower.
- g. If the Clerk of the Course requires a full-course yellow flag condition, the Safety Car will enter the circuit, and flag points will display the 'Safety Car' board. Once the Safety Car passes the Penrite bridge it will extinguish its flashing lights and exit at the pit lane. The competitors will continue on to cross the control (start/finish) line. When the course is clear, the flag points will show full course green. NO PASSING OR OVERLAPPING IS ALLOWED UNTIL YOUR CAR HAS PASSED THE CONTROL (Start/Finish) LINE.
- h. If the Safety Car is on the circuit, the Pit Lane track entry will be closed. Once per lap of the Safety Car, the pit lane may be opened to allow cars ready to enter the circuit to join the rear of the line of cars. Each Pit Lane opening will be very short, and drivers are expected to join the end of the line expeditiously.
- i. The Safety Car will be activated if there is a need to bring the field vehicles under control for safety reasons. The Safety Car being used for this event is clearly marked with signage and lights. When the safety car is deployed, waved yellow flags and Safety Car boards will be displayed at each flag point. At this signal, ALL vehicles should slow to and maintain 80-100kmh until they reach the rear of the Safety Car queue, create a single file and remain

behind the Safety Car. No overtaking is allowed. Drivers must maintain a maximum 5 car-length distance to the next car. Drivers are required to follow the direction of the Safety Car at all times. For example, if the Safety Car moves to drivers left, then cars on the tracks should move to drivers left. During a Safety car period, drivers MAY enter pit lane and conduct a driver change. 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. 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 occurs, all competitors must exit the track and form up in the drivers left pit lane in single file. Any restart will be conducted under Safety Car. Driver changes are not permitted. No vehicle maintenance of any sort is permitted.

13 Pit Procedure

- a. The maximum pit lane speed is 40kph. Penalties will be applied for teams breaching this speed as this is a major safety issue. The left-hand lane (closest to the car track) is the track access lane, there will be no stopping in this lane under any circumstances (other than under a red flag as described in paragraph 12j). Upon entering the pits, teams should transverse along the middle lane (at the appropriate speed) until they are nearly at their respective pit garage where they can then leave the middle lane, slow significantly and arrive slowly and safely on the concrete apron out the front of their garage for the sash change. Vehicles using the pit lane to return to the paddock area should do so using the middle lane.
- b. No person shall cross the RED line in front of the garage unless they have signed on as pit crew and are wearing the appropriate wrist band. Similarly, only two people may be at the Pit Wall fence for each team at any one time and they must also be wearing a wrist band. No yellow or red clothing may be worn on the pit wall fence.

14 Changeover procedure.

- a. Each team will be given a sash. This sash will be attached by way of a Velcro strip to each competing car while it is on the track. No car may enter the track without the sash attached. The sash will be fitted to the top of the right-hand front mudguard.
- b. Each team will be allocated a garage. Entry to the pit lane and thus the track will be via the trackside exit of the garage. Entry to the garage will be by way of the rear door of the garage. As there is only one rear door for each two front exits of each garage courtesy and patience is required from teams sharing garages.
- c. The next driver and car should be in the garage ready to go with helmet and seat belts on while a team car is out on the track.
- d. It is the responsibility of the team manager to ensure the safe release of the next vehicle from the garage into the pit lane. Penalties or enforced marshal control of releases may be applied if dangerous releases are observed.
- e. When the car competing exits the track they will drive along the pit lane (max 40kph) to the front of their garage and stop. The sash will be removed then the competing car will drive off and turn right at the end of the pit lane and return to the paddock at the rear of the pits. The sash is then placed on the car in the garage and it can enter the pit lane and thus the track. The next driver can then enter the garage to await their session.

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- f. Competing cars are NOT to drive up onto the apron at the rear of the pits until the garage is clear as there is no room for passing on the apron and hold ups will occur. Penalties will apply for drivers holding up other cars on the apron.

15 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 up to exclusion from the Event.
- b. It is the responsibility of all competitors on the track to give each other competition room.
- c. Drivers braking or visibly slowing on the main straight to alter their times will be penalised. A remote camera may be used to continuously monitor this activity.
- d. 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.
- e. 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.

16 Fuel

- a. No fuel will be available at the venue.
- b. Competitors/drivers are reminded that fuel must be in accordance with Schedule G of the current Motorsport Australia Manual.
- c. Refuelling can only be undertaken at the fuel bund or in the paddock area.
- d. During any refuelling in the paddock area, you must have a person, suitably attired in accordance with Motorsport Australia Manual Schedule D, standing next to you, holding ready an approved fire extinguisher.
- e. No refuelling or storage of fuel is allowed in the garage areas or on the back apron.
- f. All containers greater than 20 litres capacity must be stored in the fuel bund.
- g. Designated Safety Officers will conduct regular checks during the event in all areas of the venue to enforce these regulations. Noncompliance will result in an incident form being submitted to Race Control, which may result in a penalty being issued to the driver or exclusion of the driver/car from the event.

17 Alcohol, Drugs and Other Substances

The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of any drug or other banned substance and subject to a penalty for a breach of the Australian National Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy at www.motorsport.org.au.

Consumption of alcohol in the paddock, pits or any other Reserved Area is prohibited until all Competition is concluded each day. The holder of a Motorsport Australia Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Alcohol Policy at www.motorsport.org.au.

END OF SUPPLEMENTARY REGULATIONS